

Bombay Gazette

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"Nothing extenuate, nor set down aught in Malice."

Vol. LI.

MONDAY, JUNE 22, 1840.

3,176.

NOTICE.

THE Public are hereby respectfully informed, that the BOMBAY GAZETTE Press has been removed from the late Premises in Nesbit Lane, to No. 5 Forbes Street, and is now occupying the Premises over Mr. BENNETT'S Auction Rooms, where all communications to the Editor will be received.—Bombay, 22nd June 1840.

THE SUBSCRIBERS of the BOMBAY GAZETTE are respectfully requested to take notice that the New Proprietorship commenced from the 1st of June 1840, and that all accounts &c. with the present concern will commence from that date.

COPPER PLATE PRINTING.

THE LADIES and GENTLEMEN of the Presidency and the Public in general are hereby informed, that VISITING and INVITATION CARDS will be neatly executed and on reasonable terms at this Office.

All orders for the above will be carefully attended to.

Bombay Gazette Office, June 22, 1840.

TO THE ARMY.

THE Report of the Commissioners for Inquiring into Naval and Military Promotion and Retirement, will be reprinted by Subscription as a Pamphlet and sold at Rs. 2 per Copy at this Office. To insure a sale Gentlemen who may wish to have a Copy are requested to make an early application.

Bombay Gazette Office, June 22, 1840.

FOR LIVERPOOL.—The A. I. Ship "CESTRIAN," of 381 Tons, THOMAS ARMSTRONG, Commander, will sail on or before the 30th Instant. For Freight or Passage apply to EDMOND, BIRBY AND CO. Rampart Row, 22nd June 1840.

FOR LIVERPOOL.—The first class Ship "HIGGINSON" 453 Tons, Wm. Hogg, Commander, has excellent accommodations for Passengers, and having the whole of her Cargo engaged, will sail on the 25th instant.—For Passage apply to HIGGINSON AND CARDWELL.

FOR LIVERPOOL.—The first class Ship "LINTIN," 553 Tons, J. GILLMAN, Commander, has excellent accommodations for Passengers, and having the whole of her Cargo engaged will sail on the 25th instant.—For Passage apply to HIGGINSON AND CARDWELL. Meadow Street, 22nd June 1840.

FOR LIVERPOOL.—The Ship "CALEDONIA," of 518 Tons, Captain CAMMELL, will have quick dispatch. For Freight or Passage apply to Messrs. MCGREGOR, BROWN and CO. Bombay, 22nd June 1840.

FOR CALCUTTA DIRECT.—The "JUSTINA," 500 Tons, W. LOADER, Commander, carries a Surgeon and has excellent accommodation for Passengers, will sail on the 25th or 30th instant.

For Freight or Passage, apply to WOOLER AND CO.—Bombay Green, 22nd June 1840.

FOR CALCUTTA DIRECT, and will land Passengers at Madras, the River built Ship "CATHERINE," of 600 Tons, CHARLES SAMUEL EVANS, Commander, will sail on the 27th Instant. For Freight or Passage apply to Captain EVANS, at the office of Messrs. FORBES AND CO. Bombay, 22nd June, 1840.

FOR SALE, at the Gazette Office; Respondentia Bonds, each... Rs. 1 Ship's Articles... " 1 Policies of Insurance... " 1 Bills of Exchange, per set... Ans. 8 Interest Bonds... " 8 Bills of Lading... " 8 Powers of Attorney, each... " 8 Bombay, 22nd June 1840.

SALE BY AUCTION.

ON Wednesday next, the 24th Instant, Messrs. ROBERT FRITH AND CO., will expose for sale by Public Auction, the Household Furniture of a Gentleman leaving Bombay, consisting of Tables, Chairs, Bedsteads, Pictures &c. &c. also a French 8 day Musical Clock, a Gold Geneva Watch, a Double Barrelled gun by Nock, a Sextant by Troughton, an Organ, playing 30 Tunes and an Overture, an eight keyed flute by Drouet, a Dressing Case, Silver Ware comprising Table and Dessert Spoons and Forks, a Tea Pot, Plates, Cups and Saucers &c. Rich Plated Ware consisting of Curry, Vegetable Dishes, Soup Tureen, Sauce Ditto Wine Coolers, Table Dishes and Covers, Bottle Stands, Candlesticks &c. Likewise an Invoice of cut Tumblers, Wine Glasses, Champagne Ditto &c. &c. Likewise a quantity of Bottled Fruit and Anchovy Paste, &c. &c.

TO be had at the Godowns of the undersigned, Superior Sherry in wood, from the House of Apalatagui and Co. of Xeres.

In Butts at... Rs 550
Hhds. at... " 300
Quarter Casks " 150
In Quart Bottles
per dozen... " 18

EDMOND, BIRBY AND CO.
Rampart Row, 22nd June 1840.

NOTICE.

FOR SALE.—At this Office, THE CALENDAR AND DIRECTORY for the present year, with the ARMY, CIVIL, AND INDIAN NAVY LISTS, EUROPEAN INHABITANTS, corrected to the latest possible date, and the list of H. H. the NIZAM'S ARMY.—It likewise contains regulations relating to the three services and to the Mercantile Community, with a variety of useful Tables and other matter, printed on English Paper in new Types. As only a limited number of copies is struck off, gentlemen desirous of having the CALENDAR and DIRECTORY are requested to make early applications. MARRYATT'S CODE OF SIGNALS of the latest Edition now in the Press, will form a separate Book, and delivered to Subscribers in a few days.

Bombay Gazette Office, 22nd June 1840.

THE numerous communications which have been addressed to Captain GRINDLAY from all parts of India, conveying the most flattering approbation of the manner in which his duties to his constituents have hitherto been performed, and the most cordial assurances of support to the new Firm, commenced in November, 1838, are felt by him to call for a public expression of gratitude.

In thus offering his thanks for the extensive and honorable patronage long afforded to the Establishment under his sole management, and now so kindly promised to the Firm of GRINDLAY, CHRISTIAN & MATTHEWS, he begs to assure his numerous friends and well wishers, that the efforts of himself and his partners will be unremittingly directed to merit the continued confidence reposed in them by the various branches of the Indian community, both at home and abroad.

The high character attained by the Establishment under his superintendence has been the result of many years' perseverance.—Its pretensions were tested by experience, and the value of the facilities which it afforded for the dispatch of business, tried and vouched for by a large proportion of those whose engagements led them to India. It is acknowledged with pride, that success followed exertion, and the means have thus been obtained of increasing the resources of the Establishment and greatly enlarging the circle of its usefulness.

In conclusion, Messrs. GRINDLAY, CHRISTIAN & MATTHEWS have only to remind their Subscribers and the Public at large, that they continue to transact every description of business connected with India and the Colonies.

Parties desiring to support this Agency are informed that Subscriptions of 12 Rupees per annum will be received by Messrs. COLVIN, AINSLIE, COWIE & Co. Calcutta. Messrs. BINNY & Co. Madras.

Messrs. LECKIE & Co. Bombay.
Messrs. FAIRH & Co. Do.
Office of the East India Army Agency in London, 16, Cornhill, and East India Rooms, 3, St. Martin's Place Charing Cross.

STEAM COMMUNICATION WITH INDIA.—1840.

EAST INDIAN ARMY AGENCY,

16, Cornhill, and 3, St. Martin's Place, Charing Cross
Messrs. GRINDLAY, CHRISTIAN & MATTHEWS.

BY the Convention between the British and French Governments, the Mails will be made up for India via Marseilles on the 4th of every Month, except when it happens to fall on Sunday, when the Mail will be made up the following day. A Mail will likewise be made up monthly, via FALMOUTH.

The following Table shows the days on which the Mail is despatched from London via Falmouth and Gibraltar, and the Corresponding dates of despatch from London via Marseilles, with their respective periods of Arrival at Malta, from whence they are conveyed together to Alexandria. The Mail via Falmouth will await at Malta the arrival of that via Marseilles.

FROM LONDON VIA FALMOUTH.		Arrive at Malta.	
Leaves London.	Arrives at Malta.	Leaves London.	Arrives at Malta.
1839 Saturday, Dec. 21	1840 Wednesday, Jan. 8	1840 Saturday, Dec. 21	1840 Wednesday, Jan. 8
" Jan. *	" Feb. *	" Jan. *	" Feb. *
" Feb. *	" Mar. *	" Feb. *	" Mar. *
" Mar. 21	Wednesday, Apr. 8	" Mar. 21	Wednesday, Apr. 8
" Apr. *	" May 6	" Apr. *	" May 6
" May 23	" June 10	" May 23	" June 10
" June 20	" July 8	" June 20	" July 8
" July 25	" Aug. 12	" July 25	" Aug. 12
" Aug. 22	" Sept. 9	" Aug. 22	" Sept. 9

The present Contract Terminates.
* These dates are not yet determined, 9th Dec. 1839.

FROM LONDON VIA MARSEILLES.		Arrive at Malta.	
Leaves London.	Arrives at Malta.	Leaves London.	Arrives at Malta.
Saturday, Jan. 4	Monday, Jan. 13	Saturday, Jan. 4	Monday, Jan. 13
Tuesday, Feb. 1	Thursday, Feb. 13	Tuesday, Feb. 1	Thursday, Feb. 13
Wednesday, Mar. 4	Friday, Mar. 13	Wednesday, Mar. 4	Friday, Mar. 13
Saturday, Apr. 4	Monday, Apr. 13	Saturday, Apr. 4	Monday, Apr. 13
Monday, May 4	Wednesday, May 13	Monday, May 4	Wednesday, May 13
Thursday, June 4	Saturday, June 13	Thursday, June 4	Saturday, June 13
Saturday, July 4	Monday, July 13	Saturday, July 4	Monday, July 13
Tuesday, Aug. 4	Thursday, Aug. 13	Tuesday, Aug. 4	Thursday, Aug. 13
Friday, Sept. 4	Sunday, Sept. 13	Friday, Sept. 4	Sunday, Sept. 13
Monday, Oct. 4	Tuesday, Oct. 13	Monday, Oct. 4	Tuesday, Oct. 13
Wednesday, Nov. 4	Thursday, Nov. 13	Wednesday, Nov. 4	Thursday, Nov. 13
Friday, Dec. 4	Sunday, Dec. 13	Friday, Dec. 4	Sunday, Dec. 13

* October 4th falling on Sunday.

Information on the various Routes, &c. and letters of credit on the principal Continental Cities as well as Malta, Constantinople, Egypt and India, may be obtained at this Agency, where the latest Intelligence of every description connected with the East and Indian Journals and other publications, are always available to the subscribers.

Much inconvenience being experienced by parties in the country, in the transmission of their Letters by the overland route, they are respectfully informed, that on payment of an Annual Subscription of £1 in advance, to Messrs. GRINDLAY & Co.'s Agency No. 16, Cornhill, and 3, St. Martin's Place, Charing Cross, they may send their Letters to be registered and forwarded; and the postage paid will be charged periodically to the Subscribers.

POSTAGE.—Letters either by British or French Steamers, are chargeable by weight; and a Letter (which may contain any number of enclosures, sealed or otherwise,) not exceeding the weight of a quarter of an ounce, is liable to a single rate of Postage, that is, by the Marseilles line 2s. and 8d. and by the Falmouth Mail the weight not to exceed Half an Ounce, the Postage to be 1s., all paid in advance. On Newspapers the Postage by Marseilles is 2d., by Falmouth free; they must however be posted within seven days from the date of their publication.

All Letters should be written on thin "Bank Post" paper, and wafered, and marked respectively "via Falmouth," and "via Marseilles."

Passengers wishing to embark by the Falmouth Packet, should do so at Blackwall, on the Evening of Thursday preceding the dates above mentioned, which are uniformly Saturday; or they may leave London by the Falmouth Mail of that Saturday.

N.B.—Passengers will experience great difficulty by this conveyance, because on the arrival of the Mails at Alexandria on the 19th of every month they are immediately conveyed across by Express in three days, at a rate too rapid for Passengers to Suez, from whence the Steamer departs to Bombay on the 23rd of the month.

A French Steamer leaves Marseilles on the 1st, 11th, and 21st of each month, and arrives at Alexandria in fourteen days by which a Passenger leaving by the 1st, will reach Alexandria on the 15th, and have seven days to cross to Suez.

PASSAGE MONEY.

BY THE BRITISH STEAMERS.

	Chief Cabin.	Second Cabin.
Between London and Gibraltar.....	£ s. d. 20 0 0	£ s. d. 14 0 0
Between Gibraltar and Malta.....	13 0 0	7 10 0
Between Malta and Alexandria.....	12 0 0	8 0 0
	45 0 0	29 10 0
Between Falmouth and Gibraltar.....	18 0 0	12 0 0
Between Alexandria and Beyrout.....	6 0 0	4 0 0
Between Marseilles and Malta.....	9 0 0	

* The Communication between Alexandria and Beyrout is intended in future to be by a Sailing Vessel.

BY THE FRENCH STEAMERS.

Which leave Marseilles on the 1st, 11th, and 21st of each Month.

1st Class. 1 Class. 3d Class.

	Fr.	Fr.	Fr.	
Between Marseilles and Malta.....	230	140	60	Not including Provisions, which are charged for at the rate of 6 Francs per diem for <i>Dejeuner a la Fourchette</i> & dinner.
Between Malta and Alexandria.....	250	150	70	
If in the first instance, the passage is taken for the whole distance from Marseilles to Alexandria, the fare will be.....	250	150	140	
	250	150	140	

CORRESPONDENCE

BETWEEN EUROPE AND INDIA OVERLAND.

THE following PLAN, now in practice by a large number of the Subscribers to Messrs. GRINDLAY and Co.'s Agency, is recommended for general adoption:—

ALL Letters should be addressed in the ordinary manner, but with the addition of "16, Cornhill" below, and the name of the Subscriber on the back, to whose account the Postage is to be charged. The Letters are immediately on their receipt registered and forwarded (post paid) by Messrs. G. and Co. to the address, either permanent or variable, of the Party in Europe or India respectively. The Postages with the Annual Subscription, are charged periodically in account with the Subscriber, payable either in England or India; or in many cases a remittance in advance is made to cover the probable estimated amount during the year.

An Envelope, containing several enclosures, written on thin paper and wafered, may thus be sent:—

VIA MARSEILLES

IF WEIGHING

Under Quarter of an Ounce, a single rate of postage..... 2s. 8d.
Under Half ditto, double ditto..... 3s. 6d.

VIA FALMOUTH.

IF WEIGHING

Under Half of an Ounce, a single rate of postage..... 1s. 0d.
Under One Ounce, double ditto..... 2s. 0d.
The Enclosures would then be forwarded by Messrs. G. and Co. to their respective destinations.

Subscribers absent from England have the privilege of naming a Proxy, to avail himself of the resources of the East India Rooms, in London.

And it is requested that a Letter of full Instructions be addressed to Messrs. G. and Co.

MARINE DEPARTMENT.

NOTIFICATION.

It is the intention of the Honorable the Governor in Council to despatch a Steamer from Bombay to the Persian Gulf with a Mail for England, on the 22d of June.

Arrangements have been ordered to be made, to secure, as far as practicable, the safe and speedy passage of the Mails from Bussora to Beyroot, but it is essential that letters both private and public be made of small dimensions, that the Mail bags may be light.

By order of the Hon'ble the Governor in Council.
E. M. WOOD, Lieut. Col. Secy. to Govt.
Bombay Castle, 6th May 1840.

NOTIFICATION.

It is the intention of the Honorable the Governor in Council to despatch a Steamer from Bombay to the Persian Gulf, with a Mail for England, on Thursday the 23rd of July.

Arrangements have been ordered to be made, to ensure, as far as practicable, the safe and speedy passage of the Mails from Bussora to Beyroot, but it is essential that letters, both private and public, be made of small dimensions, that the Mail may be light.

By order of the Hon'ble the Governor in Council.
E. M. WOOD, Lieut. Col. Secy. to Govt.
Bombay Castle 10th June 1840.

CORRESPONDENCE.

SHIPWRECKS.

TO THE EDITOR OF THE BOMBAY GAZETTE.
SIR.—The public are under great obligations to you for the great interest you have taken in the melancholy events of the fatal shipwrecks on Colaba, and for your very judicious observations thereon. When good is made to spring from evil, such evil has not befallen in vain; let us see, whether like the unwise we are to endure calamity without profit; or whether having gathered some fruits from such painful experience, we mean to improve on the cruel disaster of the night of the 17th.

Two fine and very valuable Ships totally wrecked within a mile of the Light House, and about two hundred lives lost, are fearful and most distressing events and need no fine writing to set forth the affecting history of the poor sufferers, or the anguish of relatives who were the agonized Spectators of the appalling scene. God alone! whose inscrutable Providence permits such tragedies! God only can know what those sufferings were.

But the question now is, what is to be done? Any thing, or nothing? You have suggested a light house on Kenery, and an establishment of life boats, would to God that either had existed last week!

The loss of these ships is shown to have arisen from the Bentinck having overshot the Port in making the land, and thus in finding herself on a lee shore

having had to beat to windward, off and on, to regain southing, during this critical period of the setting in of the monsoon with the full moon spring; whilst so employed it is ascertained that three some fatally unfavourable events suddenly became unmanageable, when tacking on the edge of the reef, three which she drifted on the rocks, struck, and in a moment all was gone.

The Castlereagh was commanded by one of the ablest and most experienced Captains belonging to the port, who, most unhappily mistaking the lights seen on the wreck for those of a ship at anchor, supposed at the middle ground, steered towards her, and was lost before danger was dreamt of; a fatal error which could only have occurred to one like him, in the elemental war of wind and rain of a South West Monsoon storm, in the fury of its commencement.

The singular and as yet publicly unexplained circumstances of the loss of the Competent, a first class Liverpool Ship, on the same reef, a few weeks ago, has little to do with the present question; since neither tempest nor darkness occasioned that disaster; yet even such cases of inexperience, and ignorance of the localities, render it worthy of the very serious consideration of the Insurance Offices, of Government, and of every right minded Philanthropist, whether it would not be performing a good work to print and distribute cheap charts and descriptions of the harbour and coast; giving a copy in a manageable shape, to every sailor boy belonging to the harbour, who can read and understand it? Humanity and Wisdom may cry in the streets and none regard, but Government and the Gentlemen of Lloyd's may listen to a more earnest appeal than either, "their own interest!"

But one main question now is, what can we do to prevent vessels from overshooting the port during the South West Monsoon, since their position becomes so perilous when they have done so; there being no harbour of refuge to fly to on the iron bound coast of Salsette, or the muddy shore from Bassen.

In the case of the Bentinck, the loss of nearly 100 European recruits, may be estimated as an actual pecuniary loss to Government of 1000 Rupees each, ere their place can be supplied; therefore Government are parties; had half the money value of these Recruits, without reference to the claims of Humanity, and looking at the question only as so much profit or loss; had half the money lost been expended last year on a Light House in the Isle of Kenery to be seen in fair weather 30 miles at Sea, and had the Bentinck been instructed to look for and be guided by a light 12 miles South of Bombay, the chances are that, her calculations and her fortage might have brought her up in time, to have escaped the disastrous overshooting of the port, to which her destruction and the loss of the Castlereagh are to be attributed. So much for the past, as respects the future, there need be little doubt but that the vast and daily increasing shipping interests of the port, do most peremptorily demand some such measure of precaution being immediately resorted to.

The island of Kenery lies precisely on the same meridian line with the Light house at 11½ miles distance, so that another light on it would be the most perfect night guide in fair weather, since the two lights, seen at any angle, or at any distance, from the West, would at once enable a ship to identify her position under any circumstances, in sufficient time to take the best measures for her convenience or safety.

The underwriters are the parties most deeply interested, and they ought one and all, to show their sense of what has occurred and may occur again tomorrow, and bring the matter at once before the public authorities in the most urgent manner in their power.

Even a public meeting might be convened by application to the Sheriff to discuss an address to Government on the best measures for preventing such fearful calamities in future, and whoever lends himself to this good work will prove himself

A FRIEND OF BOMBAY.

P. S.—The public gratitude is due to Captain Saunders and Lieutenants Webb and Hayman of the Indian Navy; and to Capt. McGregor, Baxter, Hogg, Bolton, Ayres, Knox, Middleton, and Jones of the Merchant Service, for their most laborious exertions, and contempt of personal exposure and eminent danger in rescuing so many of their fellow creatures from destruction. Virtue in such cases as its own reward.

TO THE EDITOR OF THE BOMBAY GAZETTE.

Sir,—We beg to enclose herewith a copy of Captain P. Tonk's letter to our address which you will be pleased to insert in your next paper and oblige.

Sir,

Your Obediently,
Hormusjee Dorabjee Son's & Co.
Bombay, 20th June 1840.

MESSRS. HORMUSJEE DORABJEE SON'S and Co.

DEAR SIRS,—My mind is in such a state that I scarcely know how to commence this most melancholy tale. We left Kurrack on the 28th ultimo, with the following passengers,—Captain Earle, Dr. Davis, Lieut. Walker and Grant; about 180 Sepoys 24th Regiment N. I. and 150 Marine Battalion and followers, in all about 340 souls, besides ninety-five of our own crew. Our passage was tedious out of the Gulf, and after getting to S. Ed. of Rasel Had about 250 miles, we had variable winds mostly from E. N. E., with a long heavy swell from the Southward causing the ship to labour much, and the sails, though a new suit, to be quite worn out in the three days that this lasted. On the 15th instant, the weather became cloudy with rain, and the wind veered round to the S. W. with a very heavy sea. At noon on the 17th we were in Latitude 18d. 53' N. Longitude, 71d. 38' E. the ship going about ten knots an hour; got the Fore and Mizzen-Top gallant Mast on deck, and all the rigging, and made the ship as snug as possible. From noon steered E. S. E. to allow for a heavy sea bearing us to the N. d. Ship going 9½ and 10 miles per hour until 8 o'clock P. M. then in 16 Fathoms, stood on until half past 8, then in 11 Fathoms, and nothing in sight, hauled to the wind on the starboard tack, and at half past nine saw Kenery Island bearing E. S. E. in 14 Fathoms, found the ship drifting fast towards the Island; wore round and hauled close to the wind on the larboard tack; immediately the ship was round and the sails trimmed, saw Bombay Light bearing N. N. E. at half past ten or nearly so, found by the Island we were drifting to the E. d. fast, thought it better to bear up for the Harbour at once; steered from N. N. W. to N. E. altering the course gradually, for I was afraid of Tull Reef, the sea being so high, that I thought we must be nearer to it than the Light from the short time we had left Kenery. At 11 in 10 Fathoms mud. I now thought we should haul up East, and just as I mentioned this to my First Officer, the people forward reported a ship a head; waited a little to see what this was, when a light was shewn; got a light up to answer, and by this time found it was a vessel on shore hauling up immediately to the E. d. but not being able to trim our sails quickly from the heavy lurching of the ship, she very soon struck very hard about the rudder, paid off before the wind and at half past eleven was close to the other unfortunate vessel; but such was the noise of the sea that we could not tell what she was until she went to pieces about 12 o'clock when we hauled two poor fellows on board.

We now commenced to get the Boats clear, got the Long Boat over the side and kept her in the tackles until Day light; then being Low water and the Sea much less, lowered all the Boats and as they could not lay along side the ship; got them to the Bows; sent the people down into them as fast as they could, and when full, attempted to veer them on shore; but one of the Ropes parted, and the other was cut, after that sent as many as we could on rafts made from the spars &c. &c. until the Tide rising, the sea became so high, that we thought it better to wait, trusting that the ship would hold together till the next low water; untaway the masts and continued making rafts.

—Unfortunately the ship commenced breaking up about 3 P. M. and so quickly was it, that the Rafts were in the water in the mass of the wreck in a very few minutes; it is impossible to describe the coolings with which the poor Sepoys worked all day and their apparent cheerfulness under our dreadful calamity. —Poor Captain Earle was the whole of the time hard at work in assisting, and after we had finished sending in the morning all we could, he mustered the Sepoys and found 130 had been landed; several of the crew having also left without leave. —Poor Dr. Davis and Lieut. Walker were both very unwell, but always at hand with suggestions for the benefit of the whole. It was at Grant's suggestion that we commenced making rafts who worked himself hard the whole of the day.

My Officers, Gunner, Carpenter, and a sailor of the name of Blake, I cannot say too much in their praise, no men could have behaved better, and the Syrang and a few of the crew also behaved well.

My most grateful thanks are due to all those who so gallantly endeavoured to assist us, and while I deeply regret the loss of life that has taken place, I feel truly thankful to that good Providence through whose mercy so many were saved.

I am, Gentlemen,
Your Obediently,
(Signed) P. Tonks.
True Copy.

Hormusjee Dorabjee Son's & Co.
Bombay, 20th June 1840.

MEDICAL ESTABLISHMENT.

TO THE EDITOR OF THE BOMBAY GAZETTE.
Sir,—You will oblige me by inserting the following question in your widely circulated Journal, viz. Why has there not been an additional Surgeon given for the new European Regiment? I have often been told that it is on account of no reduction having taken place when the two European Regiments were made one.

The reply may do for the Bengal and Madrasies but not for us, as previous to the reduction of one European Regiment we were three Surgeons short, and a Memorial was forwarded to the Court of Directors on the subject—but no reply was received until 1834, when two Surgeons were granted on account of one Regiment having been reduced since the dispatch of the first memorial.—I give the Extracts from G. O.

Head Quarters, Bombay, 29th May 1834.
Letter dated 4th December, 1833 (No. 83.)
No. 19, dated 25th Feb. 1833.—Request further instructions as to the number of Surgeons that should be considered the fixed establishment of the Bombay Presidency.

In concurrence with the opinion expressed by the Medical Board, we desire that the complement of full Surgeons upon your Establishment be fixed at forty five from the date of your receiving this dispatch.

Head Quarters, Bombay, 4th June 1834.
No. 227 of 1834.—Reference to the Hon'ble the Court of Directors letter dated 4th December 1833 (No. 83.) published in General Orders of the 29th ultimo, No. 244, the following promotions are made.

Medical Establishment.
Senior Assistant Surgeons William Erskine and Archibald Graham to be Surgeons, on the augmentation.—Date of Rank, 26th May, 1834.

I have not the least doubt if the above Extracts were forwarded to the Supreme Government with a Memorial for another Surgeon, it would be allowed too, I am a

DUCK ASSISTANT SURGEON.
JUNGLES, 17th June 1840.

DOMESTIC OCCURRENCES.

DEATH.

On the 19th June, at 5 o'clock A. M. the Reverend Luis Pereira, Vicar of the Church of N. S. do Rozair of Mazagon, aged 35 years, deeply regretted by his numerous relatives and friends.

MILITARY ARRIVALS AND DEPARTURES.

ARRIVALS.

June 18th.—Lieut. B. H. Combe, 1st Light Cavalry, from England.
Ditto do.—Ensign Manson, Infantry from Do.
Ditto 17th.—Assistant Surgeon John Fraser, M. D. from Do.
Ditto do.—Captain Benlow, 15th Regiment N. I. from Ditto.
Ditto 20th.—Qr. Mr. J. Sarson, H. M. 17th Regiment from Poona.
DEPARTURES.
June 20th.—Captain Scobie, Staff to Deccan.
Ditto do.—Captain Coghlan, to Poona.
Ditto 22nd.—Assistant Surgeon J. Deas, I. N. to Sea.

SHIPPING ARRIVALS AND DEPARTURES.

ARRIVALS.—June 18th.—Barque Colchester, J. Withers, Master, from Liverpool, 7th January and Llanelly 19th February.
Ditto do.—Ship Majestic, J. Cornforth Master, from Liverpool 2nd March. Passengers: F. Moss, J. Earl, C. Pressgrave, T. Lloyd, T. Goudson, J. Leland.
Ditto 20th.—Ship Castle Huntly, T. H. Johnston, Master, from China 25th February, Manila 28th April, Singapore 28th Do. and Avier 17th May.
Ditto do.—Ship Lord Auckland, F. C. C. J. Macdonald, Master, from London 23rd February. Passengers: Mr. Scott, Cadet, Mr. Campbell Do. Mr. Powell Mariner, Mr. Bayley, Mrs. Stodart, Miss Stodart, Miss Stodart Jr.
Ditto 21.—French Brig Naverino, B. Guerin Master, from Mascat 9th June. Passengers: Mde Victorie, Do. L. E. Horne, D. Pestique, C. Letord, F. Letord, J. Letord, L. D'averge, J. Merten Manfrags du Breck Anglais, Le Formedable, Perdre a Zanzibar.
SAILED.—None.

SHIPPING IN THE HARBOUR.

R. I. C. VESSELS.—Steamers Semiramis, Cleopatra, Sesostris, and Victoria.
Ceylon Govt. Steamer Seaforth, The R. I. C. Receiving Ship Hastings; Brig Tapti, Ship Schooner, Shannon and Nahi, Cutters Margaret and Nurbudda.
MERCHANT VESSELS.—Benares, Candry, Hydroos, Corawalla, Fort William, Lancaster, Colonel Newall, Lord Castle, Mahomedee, Dowlutpursad, Canderbux Khaim Moomburack, Gondolier, Orestes, Regular, Rangoon, Mahanudy, Donlut Savoy, Kusrovie, Lady Grant, Wm. Sharpley, Shannon, Inglis,

Singapore, Pittamber Savoy, Earl of Clare, Bombay Castle, Lowjee Family, Adele, Catherine, James Panton, Cestrian, David Clark, Helen, Sir Herbert Herschel, Sir Herbert Compton, Cleveland, Julia, Rajasthan, Caroline, Higginson, Lintin, Crown, Queen Victoria, Abel Gower, Hindoostan, Wilson, British King, Earl of Durham, Ann, Caledonia, William Turner, Mary Mitcheson, Bencoolan, Charles Forbes, Thetis, Monarch, Justina, Oriental, Elizabeth Walker, Cressia, Salacia, Sir Wm. Wallace, Colechester, Majestic, Castle, Huntly, and Lord Auckland.
Passengers.—Brig Siochia.
FRANCH.—Brig Naverino.

VESSELS EXPECTED TO SAIL.

Vessels.	Agents.	Destination	To Sail.
A Steamer....	Spt. I. Navy	Persian Gulf	This day.
Inglis....	B. & A. Hor	London ..	Dispatch
James Pattison.	Macvicar Burn & Co....	London ..	23d inst.
Shannon....	Forbes & Co....	Liverpool	Dispatch
W. Sharpley....	Higginson and Cardwell....	Liverpool	25th inst.
Rajasthan....	Nico and Co....	Liverpool	25th inst.
Cestrian....	Edmond Bibby and Co....	Liverpool	25th inst.
Cleveland....	Ritchie Stuart and Co....	Liverpool	1st July
Caledonia....	McGregor Brownrigg....	Liverpool	Dispatch
Lintin....	Higginson and Cardwell....	Liverpool	25th inst.
Higginson....	Cardwell....	Liverpool	Do.
Crown....	Dirom carter & Co....	Liverpool	Dispatch
Thetis....	Dirom, Carter and Co....	London ..	Dispatch
Monarch....	W. Nicol & Co.	Clyde....	Dispatch
Queen Victoria.	J. Jeejeebhoy.	Clyde....	Dispatch
Majestic....	George S. King	Clyde....	Dispatch
Salacia....	Dirom, Carter and Co....	Clyde....	Dispatch
Colchester....	W. Nicol & Co.	Clyde....	Dispatch
Wilson....	Dirom, Carter and Co....	Clyde....	Dispatch
Ann....	Dirom, Carter and Co....	Clyde....	Dispatch
Earl Durham....	Grey and Co....	London ..	Dispatch
British King....	Skinner & Co....	Clyde....	Dispatch
William Turner	Pollexfen Milne and co....	Clyde....	Dispatch
Mary Mitchell	Foster & co....	Singapore	Do.
Hannah....	T. Jeffries and Co....	Singapore	Do.
Sir W. Wallace.	T. Jeffries and Co....	Singapore	Do.
Kusrovie....	E. Franjez and Co....	Singapore	Do.
Fort William....	J. Jeejeebhoy.	Singapore	Do.
Adele....	Skinner & co....	Singapore	Do.
Sir H. Compton	Aga M. Rohim	Singapore	Do.
Ceylon Govt.	Frith and co....	Columbo.	Uncertain.
Steamer Seaforth.	Aga M. Rohim	Mauritius.	1st July
West India ..	Wooler & co....	Calcutta..	10th inst.
Abel Gower....	Ritchie Stuart and Co....	Ditto..	10th inst.
Justina....	Dirom, Carter and co....	Ditto..	10th inst.
Hindoostan....	Dirom, Carter and co....	Ditto..	10th inst.
Shaw Allum....	E. Franjez and Co....	Ditto..	10th inst.
David Clark....	Ritchie Stuart and Co....	Ditto..	10th inst.
Catherine....	Forbes and co.	Ditto..	10th inst.
Sir J. Herschel	McG. Brownrigg & Co.	Ditto..	10th inst.
Bencoolan....	Macvicar Burn and co....	Sydney ..	15th July

VESSELS EXPECTED.

Vessels.	Agents.	From.	To Sail.
Euphrates....	Dirom Carter & Co	London ..	2nd April
Tactar....	Remington & Co	London ..	15th Mar.
Juverna....	Remington & Co	London ..	15th Mar.
Sarah....	Grey and Co....	London ..	25th March
Cumbrian....	Grey and Co....	London ..	2d April.
Dartmouth....	Dirom Carter & Co	London ..	17th March
Calcutta....	Dirom Carter & Co	Liverpool	2d April.
Amazon....	Dirom Carter & Co	Liverpool	2d April.
Madonna....	Dirom Carter & Co	Liverpool	2d April.
Westmoreland	W. Nicol and Co.	Hull.....	18th Mar.
John Garrow	Foster & co....	Newcastle	27th March
Quinten Leech	White Barlass & Co....	Ditto..	27th March
John Mitchell.	White Barlass & Co....	Ditto..	27th March
Memnon....	Dirom, Carter & Co	Llanelly ..	8th Feb.
Paquet d'Ha	Dirom, Carter & Co	Bordeaux ..	5th Aug.
Emilia....	Dirom, Carter & Co	Bordeaux ..	4th June
Bolivar....	T. Jeffries & Co.	Rio....	1st Feb.
Colombo....	Dirom Carter & Co	Suez....	1st Feb.
Le Ceres....	T. Jeffries & co.	Nantes ..	1st Feb.
Harret Scott.	Pollexfen Milne and co....	Liverpool.	September

* Have sailed, by the latest accounts.

TIME OF HIGH WATER.

JUNE 1840.	MORN.	AFT.
22nd Monday.....	3 39	4 2
23rd Tuesday.....	4 24	4 51

Latest advices Received.

From London.....	4TH MAY.
" Paris.....	6TH Do.

DIARY OF THE WEEK.

June 22—Monday.	
23—Tuesday.—Moon Last Quarter.	
24—Wednesday.—	Nativity of St. John Baptist. 2nd Term Supreme Court ends.
25—Thursday.—	King George IV. died, 1830. King William IV. Accession, 180.
26—Friday.	
27—Saturday.	
28—Sunday.—	2nd Sunday after Trinity.—King William IV. proclaimed 1830.

RATES OF BOMBAY GOVT. STOCK, 18TH JUNE 1840.

4 per Cent.—1835/36....	at 97 12 to 98 8
5 per Cent.—1832/33....	at 103 8 to 104
Bank Share at 24 1/2	25 per Cent.

THE GAZETTE.

Monday, June 22, 1840.

ARRIVED June 18, Ship *Majestic*, J. Cornforth, Master, from Liverpool 2nd March; Do. Barque *Colchester*, J. Withers, Master, from Liverpool 7th January and Llanelly 19th February; 20, Ship *Castle Huntly*, J. H. Johnston, Master, from China 25th February, Manila 8th and Singapore 28th April; Do. Ship *Lord Auckland*, F. C. C. J. Macdonald, Master, from London 23rd February; 21, French Brig *Naverino*, B. Guerin, Master, from Muscat 9th June; 22, Barque *Mor*, A. Young Master, from Gogo 15th June.

A Subscription list lies open at this Office for the benefit of the survivors of the Crews of the Ships *Lords William Bentick* and *Castlereagh* received.

J. VAUPELLE Esq. Rs. 30.
GAZETTE OFFICE. Rs. 20.
We beg to call the attention of the public to the above, and trust such a sum will be realized, as will indemnify these poor Men for their losses and sufferings. Arrangements will be made and particulars published, for a due distribution of the friends subscribed. We understand the Lodge Perseverance has commenced collecting from the Masonic Brethren and a sum is already realized.

A case occurred at the Petty Sessions on Friday the 19th of June, which for the sake of humanity and the character of British Seamen we wish never had occurred. Captain Morsey I. N. Commanding the Hon'ble Company's Steam Ship *Sesostris*, appeared before the sitting Magistrate E. F. Danvers Esq. and brought up William Jackson, Alexander Roberts, Robert Simpson, Richard Goldman, Alfred Sayer and Thomas Lees of the Crew of that Vessl on the charge "of refusing to obey orders when desired to get the Vessel under weigh, with a view to save people from the wrecks of the Ship *Lord William Bentick* and *Lord Castlereagh*." They were found guilty of the above charge and William Jackson, Alexander Roberts, R. Goodman and Thomas Lees were sentenced to be imprisoned for 21 and Alfred Sayer and Robert Simpson for 14 days, in the common Jail in Bombay. Now this is almost the first instance in our recollection when a Tar refused to hold out a hand to a sinking Brother.

We are sure these fellows can be no Sailors, they may be after guard, Lob lolly boys, or idlers, but the blue Jacket should not bear such a stigma. They are not able Seamen, but regular Skulkers and Shirkers. If we remember right it was in the Mutiny at the Nor. That one of the Ships of war caught fire.—The men were like all the rest bidding open defiance to authority, when at the tap of the Drum, the force of habit sent them to their Quarters, the fire was extinguished, and the Ship saved. We think if hard labour had been added by way of employment to these vagabonds, the Magistrates would have exercised a very sound judgement in the matter. Jail diet will probably be no novelty to these fellows, and as neither lodging or food are bad, they will probably pass as pleasant a time as circumstances will admit.

We give insertion to a letter from Captain Tonks, late Master of the Ship *Castlereagh* to his Owners Messrs. Hormusjee Dorabjee and Co. at the request of the Firm, giving an account of the awful Catastrophe of that unfortunate Vessel. On the same subject also we give a very able letter from a Correspondent signed "A FRIEND OF BOMBAY" and we are truly glad to find that the suggestions we threw out in our Extra of the 18th, have attracted the attention and approbation of so sound a writer. It is probable that the best method of expressing public opinion on this melancholy occasion would be by applying to the Sheriff to convene a meeting, while a few scientific and practical Men in the first instance framed a set of resolutions suitable to the exigencies of the case. Delay is dangerous. Gales may set in again and fresh wrecks may chide our supineness and leave us more unavailing regrets. Humanity pleads at the doors. The most callous and hardened could scarcely have beheld the shores of Colabah and Back Bay for the last few days without the fearful cry and the shudder of horror. The muscular Man, the delicate Woman, the feeble Infant lay to gether stark and naked. The devouring Sea has given up its dead. Powerless to aid effectually, we have seen Death hold his ghastly revel on our iron bound coast. Let us then solemnly call on all who have a Parent, a Wife, a Child, Relation or Friend, whose way may be upon the pathless ocean, and finally every lover of their species to uplift their voices, and urge such measures to the consideration of the authorities, as may offer a chance of mitigating, if not remedying the present dangerous state of our Port Navigation. With such bold and humane hearts as manned the Boas which were launched to the wrecks on Wednesday and Thursday last, if the means had been sufficient every vessel from the *Castlereagh* at least might in our opinion have been saved. Even had large Canoes with out riggers been on the spot they might have done much. We have gone on for years in security. No accidents have occurred, and we lul'd ourselves in fancied security. In little more than five weeks three Wrecks have occurred on the same spot, we awake suddenly from our lethargy and at

once are shown by sad experience our fatal error and the means of its correction.

The devotion with which the Captain and Officers (both those belonging to the detachment and the Ship *Castlereagh*) evinced, cannot be too highly estimated, they stuck to their vessel while a plank remained; and the heroism, courage and cheerfulness under danger and privation which distinguished the Seapoys, adds another leaf to the crown of laurel which will associate their name with the proudest and most boasted achievements of the British Soldier. But what can we say to those who directed and conducted the efforts which were made to save the sufferers. If we had a branch of the London Humane Society here, their medals would honorably decorate each manly breast. A richer reward awaits them. The respect and attachment of their fellow citizens and better far than all, the satisfying whispers of an approving conscience.

Among those who particularly distinguished themselves on these days of misery in saving the sufferers at the peril of their own lives, we noticed the following Gentlemen, and though we are not fond of making use of the names of private individuals in the pages of our Journal, we think this an occasion when all false modesty should be laid aside, as at a Battle or Siege, and that it is right that men should know and appreciate exertions so honorable to our nature. If we have left any names out it is inadvertently. We then say that under Providence the saving of so many lives was due to Captains Saunders, Montfou and Webb of the I. N. to Captains McGregor, Hogg, Baxter, Ayres, Willis, Boulton, Knox, and Jones of the Country Service, Mr. Midshipman Sandiman, Mr. Rooper (Bombay Castle) Mr. Middleton (Lady Grant) and Mr. Brooke of the Scaleby Castle. We only wish our Tablets were as durable as brass or marble to perpetuate such exertions, and we are sure the public will join us in the tribute of admiration which we have thus scantily afforded.

We are always happy to see our contemporaries make use of our Columns, but we do like the courtesy of a little acknowledgment. The *Times* has quoted our report of the wreck on the 18th in full and cited its authority, but our Brother of the *Courier* has made our Editorial garment into a Spencer and wants to go to Heaven in it "*Sic itur ad Astra*." As a specimen of the originality of our contemporaries observations we print two accounts from the *Bombay Gazette Extra* of the 18th of June and the *Courier* of the 20th June.

Bombay Gazette Extra, June 20th 1840.

She first hoisted out the gig which rode gallantly for a while but was soon engulfed. Her Launch was then got alongside and some men were seen to enter her. One Gentleman was observed before he descended the side, to elevate his hands to heaven as if in prayer, he then went into her, but in a moment she shared the fate of the other boats. Having nothing to hoist her out by, the long boat appeared to be pushed over the side by main force. She also sank never to rise. The cries of the unfortunate were distinctly audible in the lulls of the wind and filled every spectator on shore with horror and distress.

COROLLARY.

"Enter a Deefater." Deefater.—"Perdition catch my soul, but I do love thee."

Sneer.—Haven't I heard that line before.

Puff.—No, I fancy not—Where pray?

Dangle.—Yes, I think there is something like it in Othello.

Puff.—Gad, now you put me in mind on't, I believe there is—but that's of no consequence! all that can be said is, that two people happened to hit on the same thought—and Shakespeare made use of it first, that's all.

Sneer.—Very true.—Carrie.

We have received the long looked for Report of the Commissioners for Naval and Military Officers and we insert a list of the recommendations contained therein from the *Naval and Military Gazette*. As per advertisement we are reprinting the whole report in the form of a Pamphlet, if we receive any encouragement from our subscribers, and we shall lose no time in getting it out in a perfect form for reference.

RECOMMENDATIONS CONTAINED IN THE REPORT.

ROYAL MARINES.

Lieutenant-Colonels.—An addition of two to the retired full-pay establishment, making the number six instead of four; and such retirement when caused by ill-health to be no bar to future Brevet promotion.

Two *Lieutenant-Colonels* to be allowed to retire on half-pay annually.

To share prize-money with Officers of corresponding rank in other Services.

The scale of pensions for good services to the General Officers of Marines to be that of Flag Officers.

Officers retaining efficiently their commissions in the Marines until removed by promotion to the rank of General, to be allowed the full-pay of their last regimental appointment, and to be made up to 400*l.* a-year if less than that amount.

Captains pay, when serving ashore, to be at the same daily rate as that of Captains of Infantry.

ROYAL ARTILLERY.

Field Officers.—A number not exceeding four, and unequal to any further discharge of duty, to retire upon full-pay in each year, such retirement to be no bar to future Brevet promotion, Eight of the Regimental *Field-Officers* on retired full-pay to receive the minimum pay, viz. 400*l.* a-year, of Major-Generals of the Line, on their arriving at that rank, and the two seniors 50*l.* in addition.

Lieut.-Colonels.—Two to be allowed to retire on half-pay annually.

Captains.—A number not exceeding four, and unequal to any further discharge of duty, to retire upon full-pay in each year.

Unattached Generals.—Two to be selected, whose pay to be made up to 600*l.* a-year until they are appointed Colonels of Battalions.

ROYAL ENGINEERS.

Lieut.-Colonels.—A number not exceeding two *Captains*, unequal to any further discharge of duty, to retire annually upon full-pay, and, as respects the *Field-Officers*, such retirement to be no bar to future Brevet promotion.

From those on the retired list who may attain the rank of Major-General a number not exceeding four to be selected, whose retired pay to be made up to 400*l.* a-year, and the senior to have in addition 500*l.* a-year.

One *Lieut. Colonel* to be allowed to retire on half-pay annually.

One *Unattached General* to have his pay increased to 600*l.* a-year until appointed Colonel of a Battalion.

THE ARMY.

The establishment of retired full-pay prescribed by the Warrant of 22d July, 1830, to be revised, so as to afford retirement to a larger number of *Field-Officers* and *Captains*.

So much of the Warrant of 22d July 1830, to be rescinded as imposes a restriction upon the grant of retired full-pay, till the present amount of the charge is reduced below 40,000*l.* a-year; and the General Commanding-in-Chief to recommend Officers for retired full-pay in such vacancies as the proposed new establishment may permit. Officers now on the retired list of the rank not included in the new scale to be considered as supernumeraries.

The following to be the permanent distribution of the 40,000*l.* a-year, which has been fixed as the maximum amount of retired full-pay for the Army:—20 *Lieut.-Colonels* at 17*s.* a-day; 20 *Majors* at 16*s.* a-day; 115 *Captains*, of whom a number, not exceeding 45, may be Brevet *Majors* at 13*s.* 7d. a-day, the remaining *Captains* receiving 11*s.* 7d. a-day.

No increased pay to be given to the *Captains* now on the retired list unless it be given to the *Captains* now on the retired list, unless it be specially recommended by the General Commanding-in-Chief, that any *Captain* receiving a lower rate of retired pay be transferred to the new scale. The annual cost of this establishment not to exceed 38,000*l.* The remaining 2000*l.* a-year to be distributed in sums of 1000*l.* a-year to 20 *Lieut.-Colonels* holding the Brevet rank of Colonel, who have retired or may retire to half-pay (without receiving the difference) after thirty years' service upon full-pay.

All fees on Commissions to be abolished.

Adjutants.—Three shillings and sixpence a-day to be allowed as the additional pay for the Subaltern discharging the duties of Adjutant in an Infantry regiment, and 2*s.* 6d. a-day for the Subaltern discharging the duties of Adjutant in a Cavalry regiment.

Officers placed upon half-pay with a step of Brevet rank, for the purpose of serving abroad in the Adjutant-General or Quartermaster-General's department, to be eligible, after five years' service in these situations in the Colonies, to be recommended for an effective step of rank on half-pay.

ROYAL NAVY.

Indemnification for losses of clothes and baggage on service to be remunerated as in the Army.

Secretaries of Flag-Officers Commanding-in-Chief 400*l.* a-year, and of all other Flag-Officers 300*l.* a-year, and after twelve years' service, to be entitled to a half-pay of 12*s.* a-day.

Masters.—First, second, and third-rates 11*s.* 8d. a-day, or 16*l.* 6*s.* per lunar month; in all other rated ships 10*s.* a-day, or 14*l.* per lunar month; and in sloops, &c., 8*s.* 4d. a-day, or 11*l.* 14*s.* per lunar month.

Mates to be commissioned; their sea-pay to be fixed at 3*s.* 7d. a-day, or 5*l.* per lunar month; and after three years' actual service as *Mates*, and when unable to obtain employment in the service, to be entitled to half-pay at 2*s.* 6d. a-day. After twenty years' actual sea-service, during ten of which to have had rating as a *Mate*, to be entitled to a retired half-pay of 2*s.* 6d. a-day.

Lieutenants half-pay to be 4*s.* a-day; to be increased to 5*s.* after three years' service as *Lieutenant*. If from ill-health, unable to complete three years at sea, the Admiralty to have power to place the Officer on the 5*s.* list.

Lieutenants of seven years' standing in that rank, and being First *Lieutenants* of sea-going rated ships, to have 11*s.* a-day, or 15*l.* 8*s.* per lunar month; all other *Lieutenants* 10*s.* a-day, or 14*l.* lunar month. The extra pay of 6d. a-day to *Lieutenants* in flag-ships to be discontinued.

Commanders.—Four to be added to the establishment of Greenwich Hospital; and fifty of the seniors to have the retired rank of Captain, and 10*s.* 6d. a-day.

Captains.—Articles of table equipment, cabin furniture, and cooking utensils, to be furnished by the public, the Officer paying ten per cent. for the use of them to form a fund for the future supply.

The rank of retired Rear-Admiral to be henceforth discontinued, and the distinction, which exists between the promotion to the active and the retired list of Rear-Admiral to be removed.

All *Captains* to be promoted in their turn to Rear-Admirals if they have offered for service and not declined an appointment, and to be advanced with other Flag Officers to Vice-Admirals and Admirals, but to have no increase of half-pay if they are deficient of the terms of sea-service required, unless they shall have been selected for command, and completed, as Flag Officers, the period of sea-service they should have rendered while holding commissions as *Captains*.

ARMY MEDICAL OFFICERS.

Rank of Assistant Inspector to be abolished.

Staff Surgeons to have the pay and half-pay, and the comparative rank with other officers of the Army, now enjoyed by Assistant-Inspectors; making also the rank of Staff-Surgeon the regular intermediate step from that of Regimental Surgeon to that of Deputy Inspector.

Assistant Staff Surgeons to be divided into two classes, allowing the first class the rank and pay of Regimental Surgeons.

Medical Officers retiring after twenty-five years' service to have the advantage of the reduced, instead of the retired scale of half-pay.

Staff Officers attached to an Army in the field to have the services of a soldier servant; and when not employed in the field, to receive, as compensation for the services of a soldier, an allowance not exceeding 1*s.* a-day.

NAVAL MEDICAL OFFICERS.

Officers, with respect to rank, pay, and additional pay for length of service, and also with respect to half-pay and retired pay, to be placed on a scale more nearly corresponding to that assigned to officers of the Army Medical Department than the present; but the benefit of any new regulation in this respect not to be extended to any Medical Officer upon half-pay nor to any Medical Officer who may hereafter come upon full-pay, until he shall have served on some station for a period to be prescribed by the Board of Admiralty.

Indian Intelligence.

NORTH WESTERN PROVINCES.

From the Delhi Gazette, June 10.

OUR Letters from Afghanistan; lately received, merely confirm the intelligence we gave out in our Extra of Saturday last, but no further particulars have as yet transpired as to the success of the Force pursuing the fugitives. It has been discovered that some Mollahs persuaded the Ghilzie to attack Captain Anderson on the 16th May, that being considered as a remarkably lucky day. The men of Anderson's Detachment are described as having acted in the most soldierlike manner possible, nothing in fact could be better, especially the Grenadier Company of the Shah's 5th Infantry, who received the charge of the Ghilzie Cavalry on the points of their Bayonets, and it was this which had a great share in deciding the fate of the day. The Ghilzies were deadlily cut up in their flight by the Troops under Captains Taylor and Walker, who commanded parties of Cavalry, sent out to the right and left for that purpose; altogether the affair is described as most creditable both in arrangement and execution, and the Government will, no doubt, take notice of the gallant conduct of Captain Anderson and his comrades. The whole of Afghanistan appears to be in the state we so long feared it would be. Cabul is but little better than the neighbourhood of Candahar, and some of the small politicals have had, it is said, to run for their lives; there was a report of some misfortune having happened to Dr. Lord, but a later letter contradicts it. From all accounts, the Politicals and the Military appear to be at issue, Sir W. MacNaghten anxious to push forward and send out parties to destroy forts and collect taxes, and Sir Willoughby Cotton opposing such proceedings, especially when neither men nor Officers have any carriage, and if they had, cannot be spared; altogether there appears to be a vast deal of mismanagement; and the Supreme Government with an inertness entirely inexplicable, seem determined to allow the Russians to gain a preponderance and influence with the inhabitants of Toorkistan, which, to a great extent, might have been prevented, while it is quite unaccountable that the gradual development of Russian intrigue should not have awakened the energies of our Government to a greater extent, than sending an almost unaccredited agent to Khiva. Sir William MacNaghten's policy of pushing on to Balk, burning down forts, and rooting out the plundering and murderous tribes that infest the countries we have lately become acquainted with, is, we think, one of commendation, had the sufficient Troops to do so with effect, and without harassing to death the small Force he has at his disposal. We believe his recommendation has not been wanting as to the necessity of re-inforcement. It is indeed late in the day; but not too late to effect what should have been our first care when we entered into the campaign and the Government must now see the necessity, loath as they appear to be to admit it, of augmentation to the Army, which is called for as an act of justice both to the country they govern, and the worn out Troops at present employed. They have indeed their hands full, and it is of no use reiterating the cry of Nepal, Burmah and China, after so much has been written on the subject by abler pens in every Indian Journal; but without concurring in every thing a Military friend writes from Candahar, we agree in the main points with the home truths, the following extract from his long letter contains:—

"Every thing at the present juncture appears to be going against the former undisturbed occupation of this now distracted country; internal dissensions, a spreading spirit of insurrection is unfortunately, the ruling passion! Secret Agents and Russian ascendancy, strengthened by the approximation of a Russian Army of three divisions in force!—two direct from Orenburgh on Khiva, and Bukhara, consisting of 30,000 men, with seventy four pieces of Cannon. A third Division down the Caspian, direct upon Astrabad, from the Russian grand depot at Astrakan; this latter force is supposed to be intended to aid the Shah of Persia in a contemplated attack on Heerat!! Should this information be true, for there cannot be a doubt of its practicability, Lord Auckland will doubtless acknowledge that the great Captain of the day, with his usual Military and Political acumen saw deeper into the probable consequences of our occupation, and retention of Afghanistan, than his Grace's opponents in the House of Lords gave him credit for. The Duke of Wellington said that, the time to judge of the result of the measure would be, after our being in possession of the country, i.e. he meant the ulterior contingencies arising from such occupation, the effect it would have upon the minds of the Rulers of other countries, jealous of our vast Indian possessions, with our demonstrated disposition at aggrandizement! Russia, "the monster power of Europe," is the first to put forth her strong Arm by the advance of her veteran Legions. What a sudden and altered feature in the once formidable, now uncertain, political condition of British India. Who can calculate on the amount of mischief to which we are threatened? A mighty European Army consisting of some of the finest troops in the world, with all its munitions of war in position on our immediate

advanced Frontier! ready to pounce upon us on any sudden emergency, and that emergency close at hand, I mean the occupation of Heerat by M. Homed Shah aided by intriguing Russia.

What is our Government about? no augmentation to the Army? no increase to our brave and harassed troops of the Army of the Indus, I with the Russians little more than 400 miles from its extreme post. The Punjab unsettled and unconquered I with Nepal, Burmah and China, at open war with us; and our disaffected internal half independent states, ready to take immediate advantage of any reverses, which might occur when least expected!

It is to a large and well disciplined Native Army that the safety of India principally depends. The second to none of our distinguished Governor Generals, the noble Marquis of Hastings, saw the great necessity of a vast increase to every branch of our native troops, even on the paltry occasion of an apprehended war with the disorganized Armies of the Marattah confederacies! Our present Right Honorable Governor General appears to be sleeping over the threatened aspect of our external affairs, and does not, or will not, from unaccountable motives, rouse himself from an apparent lethargic state of mind as regards impending dangers whilst the sly old fox Nesselrode is doubtless chuckling at his success over British diplomacy; and at Lord Auckland's incredulity. If the Marquis of Hastings considered it necessary to augment how doubly necessary it is now, when it is almost certain that we shall, and at no distant period, come in collision with Russia! In the Marquis's time the Indian Army (every branch of it) exceeded its present amount by at least 70,000 men!!! Since which period look at our increase of territory, an increase, which present political circumstances constrains us to retain, with vigor and efficient means; can this be done without an Army? No."

Captain Ferris, with a detachment and a Kyberrie Chief and followers, we suppose the same, who has lately been creating disturbances in the Khyber pass, were escorting Doctor Brown, Captain Younghusband and Mr. Banness to Jellalabad; they had arrived at Ali Musjid on the 30th ultimo, and expected to reach Caboul on the 15th of this month. The party had been detained at Peshawur from the 9th to the 28th May, for want of camels and the necessary protection afforded by the detachment now accompanying them.

Mr. Banness, we hear, is heartily sick of his second trip, and declares that all the fortunes in the world would not induce him, under the present arrangements to make another.

We get but little information from the Punjab, but one of our friends at Ludiana says:—

"Angry discussions have been going on for some time back between the Sikh Authorities and our diplomatists, regarding the interpretation of a certain clause in the late treaty: the former maintaining, and with apparent reason, that it entitles them to claim a huge cantle of land in Afghanistan, which the latter indignantly deny was ever intended, by the spirit of the treaty, to be conceded. So true is it, that the letter killeth! and seems to be in a fair way to close our amicable intercourse with the disciples of Nanuk. O! that old Runjeet could be recollected from the waters of the Ganges and the ocean, and re-animated, to behold the transient duration of the treaties of eternal unity so recently concluded with him and his people. But let our Sikh friends or foes reflect on the Mosulman majority in their country, who detest their domination, and would hail our rule as a deliverance from oppression and persecution!"

Whether it be the Sikh or Russian aspect of reports, or both, that have caused the instant removal of Sirhind Head Quarters from Kurnaul to Feroz-poor, we cannot say; but such is the fact."

DELHI.—The cloudy weather gives prospect of the approaching rains.

A Treasure party under Captain Carter, of the 34th Regiment N. I. escorting 1,435,000 Rupees arrived at the Station from Agra, Muttra, and Allyghur on the 3d instant.

Ensigns Bailie and Rap r, of the 64th N. I. returned from Goorgoon with five lacs of Rupees the whole amount 1,935,000 is to be forwarded to the Army of the Indus, but we are glad to find that the authorities have been considerate enough to prevent its dispatch until a favourable change takes place in the present grilling weather.

Lieutenant Boswell, 19th N. I. arrived yesterday with 2 Lacs Treasure from Allyghur.

Military Departure.—Captain E. F. Day, Artillery, to Meerut, on temporary leave.

Rajpootana.—Letters mention that, the westerly gales, loaded with sand experienced there, had been more usually, annoying, to all classes of people this season—but rain, which had fallen both at Ajmere and Nusseerabad on the 2nd and third instant, had much moderated the weather and cooled the atmosphere. At Nusseerabad great gaiety obtained. Several Balls and parties had recently taken place, and a grand Ball and Supper, given by Colonel Pope and Officers of the 10th Light Cavalry, on the 1st June, had gone off with much eclat. A *conversazioni* was to be held at the Assembly Rooms on the evening of the 1st inst.

European Intelligence.

THE OPIUM WAR, ITS SUPPORTERS AND OPPONENTS.

Who are for, and who against, the Opium War? These are questions to which a third, of infinitely greater importance—Why should there be an Opium War?—has this week been made subordinate. The Opium War party is strong, as every war party is, in this country until a succession of disasters has alarmed and disgusted an overwhelming majority. For note how numerous and influential are the chief interest—the class which crowds the Church and the Bar with younger sons and needy cousins—find a vent for family hangers-on in the augmented Army and Navy. The veterans in both services rejoice in the recurrence of active employment; and many youngsters are eager to exchange dull parades and garrison-duty for the "capture of the strife;" their motives are not all sordid. The dealers in clothing, arms, and provisions, who speculate upon profitable contracts—shipowners, who have transports ready to be hired—capitalists, who foresee the need of loans—all are ready to drive the country into a war, by which they hope to gain at the public expense. And all these parties reckon, not without cause, on the easily excited pugnacity of the multitude. The voice of the general mercantile community ought to be for peace; but it happens that in this quarrel with China a powerful diversion in favour of war is created by peculiar circumstances. Compensation for the opium delivered up to destruction "for her Majesty's service"—valued, without interest, at about two millions and a half sterling—can only be obtained by war; so the Government assures the opium smugglers and their agents. Upon this assurance a considerable number of London merchants, engaged in the Canton trade, were induced to sign the letter deprecating opposition to the measures of Ministers, which Lord Palmerston used so effectively in reply to Sir James Graham's motion, three weeks ago. Of course the influence of Government is used unsparingly to excite a hostile feeling against the Chinese. It is of the utmost importance to appear at any rate to carry the popular feeling along with them; for Parliament is not responsible for the war, and Ministers dare not venture to call for a vote of approval from either branch of the Legislature. It is on their own responsibility that they have engaged the country in a contest with "one-third of the human race." On the other hand the Conservatives shrink from a sincere opposition to the war. They could stop it, but dare not. It suits not the selfish policy of their leaders to take any step which might compromise a pledge of peace, at once balking mercantile avarice of its "compensation," the heroes of "the services" of their hard-won honours, and all "the interests" of their body. In the face of the powerful influences arrayed for war, and in the absence of that help which the Conservative tactics induce the present Opposition to withhold, there is nevertheless a considerable and a growing party in the country who cry aloud for peace and justice. It boots not to sneer at such meetings as the one held in Freemasons' Hall last week. True it may be that few persons distinguished for wealth or political influence were there. Yet we bear in mind that the sentiment which brought that assembly together is akin to the passion which became irresistible when directed against Slavery. The abuse bestowed upon it by the Downing-street newspapers proves it not to have been insignificant. It exhibited, indeed, precisely that disposition which prompts disagreeable questions on the hustings. "Did you vote for the opium war?" will be as unpleasant an interrogatory, in some places we could mention, as that the candidates may encounter. The war party betrays soreness because of the name by which their marauding expedition to the coast of China is designated. The truth is the lie. If it is not a war whose origin was opium, and whose end is opium, Ministers have written their annals false. Whilst our Government takes refuge in generalities, and a distinct categorical statement of the wrongs for which reparation is to be sought at the cannon's mouth is asked for in vain, China has an intelligible and just ground of complaint against England, in the pernicious violation of her laws by British subjects. It may be true, though the Chinese are not bound to believe it, that the English Government is powerless to suppress the opium trade on the Chinese coast. It has at least power to abstain from stimulating the extensive growth and exportation of opium in India. It does not abstain. On the contrary, the India Government, which for many years brought opium into the market and sold it for the express purpose of being smuggled into China, has offered nearly twenty thousand chests this spring to the smugglers. And the Indian Government is but a branch of the British Government, constituted and authorized by statutes of the Imperial Parliament for a special purpose. The President of the Board of Control, an English Cabinet Minister, for whose acts every one of his colleagues is responsible, virtually appoints the Governor-General and other officers of the Government in India. It is competent to Ministers to recall Lord Auckland to-morrow. It is equally competent to them to send out a despatch—or, which is the same thing, the Courts would compel the East India Directors to send out a despatch—prohibiting, discountenancing, instead of stimulating, the opium cultivation in Bengal. To obtain a price, including a high profit for the condemned opium, would be a definite object, though not a just ground, of war. Let the money be paid, and the fleet might return. But who has a clear notion of anything beyond, to be effected by arms? What is the amount or measure of the reparation to be sought for British "honour?" What is to be done for the "future security" of British commerce? Is China to be revolutionized—to be conquered? or is a people, numbered by hundreds of millions, expected to change the customs of a thousand years to accommodate a few score English dealers? The new recipe for stopping the slave trade by civilizing Africa, is rational in comparison with this. In fine, all the alleged aims of the expedition against China are vague, illimitable, and incapable of explanation, save only that of making the Chinese pay the opium-smugglers. Therefore it is truly called the Opium War; and never will it be known by any other name.—(SPECTATOR.)

O'CONNELL.

O'Connell appears to be losing his head. We do not recognize in his present conduct that cool promptitude, that unflinching presence of mind, that singleness of purpose, which have enabled him so long to guide the fierce and subtle peasantry of Ireland. Even at the risk of being like the pedant lecturing Hannibal upon the art of war, we must tell O'Connell that his influence with his countrymen has arisen and endured only because they believe him to be in earnest. They think him hearty in their cause; they believe that he feels what he says; they are convinced that when he is stimulating them his own pulse is throbbing; and they are sure that the fierce enthusiasm which rages in every assembly he addresses, is kindled at a flame that burns within his own breast. Let him once allow this to be doubted, and the tie which binds the Irish people to him is severed. But how can he con-

tinue his present course and retain this confidence? How can he talk one thing at the Leinster meeting, where the Irish gentry are his auditors, and write another thing in his appeal addresses, when the Irish shopkeepers and peasantry are to be his readers? How can those of the peasantry who are foolishly zealous for a repeal of the Union, believe a man to be in earnest who betrays his insincerity in every act, and who only makes even a show of energy when he is calling for £30,000 to carry on the agitation? This cannot last. The enthusiasm of a people is not like a mechanical power, which, once attained, can be applied to any object. If the people halloo for a thing, they are always in earnest in their desire for it, and although O'Connell may very probably get up a serious repeal agitation, yet he cannot use it as a bugbear, to be occasionally brought forward and removed as soon as it has created its temporary sensation. The Irish people will very soon perceive what we in England, who can overlook the game cannot help now perceiving—that O'Connell does not wish for a repeal of the Union, but that if it was offered to him to-morrow, he would be the most hearty and energetic of all the opponents of the repeal. The repeal of the Union is by no means so difficult a matter as unthinking persons imagine. The only reason that would prevent the Tories from favouring the measure openly, is that many of the leaders of their party have large estates in Ireland, and large preferments in the Irish church. If any means could be devised of securing these personal interests, the Tories would hail the repeal of the Irish Union as the commencement of a Tory millennium in England. Take away the Irish member and the Tory party would have a large majority in the House of Commons; a majority which, under the present system of representation, there is no apparent possibility of decreasing. The Reform Act has given such an undue preponderance to the agricultural interest in England, that if England alone composed the representative body, the agricultural interest would be the only interest represented. Minorities might protest, but the majorities would make the laws. At present we have a dubious majority in the Commons, and we have the lords against us. Yet still we are able to effect something in the advancement of our own principles. What bounds then, can be set to the extent to which the Tories would carry their principles, with a goal working majority in the Commons, and an enthusiastic House of Lords, let loose from the thralldom of the Duke of Wellington, and hallooing on the Commons to revenge the indignities of ten long years? How long would the new Irish Parliament endure, while England's government was in hands such as these? How long would it be before her coasts were surrounded by English ships, her country crowded with English troops—how long would it be before she was re-conquered? This is a state of things for which the Tories would venture a great deal. If O'Connell really projected a repeal agitation, we should expect him to first feel his enemies, then neutral, and at last allies. But O'Connell is not an idiot, and he neither contemplates a repeal nor wishes for it. He is, however, playing an impudent game with his own popularity, and unless we are greatly mistaken, he will find, if he perseveres, how dangerous it is to trifle with the enthusiasm of a multitude. This is the first time that he has attempted such a trick, and we advise him to abandon it at once; for although we have no other friendly feeling towards him than one of admiration at his great talents—although we doubt his sincerity and question his principles—yet we have an interest in his popularity in Ireland, for it serves to counterbalance the evils of our own defective representation, and secure to us, while it lasts, good government in England.—(ATLAS.)

CHINA.

We have been at considerable pains to furnish a condensed report of the debate in the House of Commons on China, and judging that our friends in India will be naturally most solicitous to ascertain the opinion of Parliament upon the subject, we have given a brief but faithful record of everything important that passed. The interest of the discussion was to considerable extent lost in consequence of the line of policy pursued by the opposition, and that anxiety which was generally felt for the result, when the terms of Sir James Graham's motion became known, for it was judged that the entire affair would degenerate into a mere party squabble, and this opinion was completely realised by the character of the debate.

The following is the letter alluded to by Lord Palmerston in the China debate:—

"TO THE VISCOUNT PALMERSTON

London, 9th April, 1840.
 "Lord,—We the undersigned British merchants connected with China, cannot but view with the greatest alarm and apprehension the probable effect of the expression of any public opinion with respect to the justice and policy of the measures understood to be taken by her Majesty's Government to obtain redress for the insults and injuries inflicted on British subjects by the Chinese Government, and for the future protection of the legal trade with that country. We disclaim all pretensions of dictating to the Chinese the mode in which the British trade with China shall be carried on; but we cannot refrain from expressing our deliberate opinion, that unless the measures of the Government are followed up with firmness and energy, the trade with China can no longer be conducted with security to life and property, or with credit or advantage to the British nation."

"We have the honour to be your Lordship's most obedient humble servants,
 (Signed)
 G. G. De H. Larpen, Gregson and Co.
 Chairman of the East India and China Association,
 Daniel Dickinson and Co.,
 Crawford, Colvin, and Co.,
 J. Horsley Palmer, Larkins, and Co.,
 J. Mackillop, Lyall, Brothers, and Co.,
 Walkinshaw and Co.,
 Gardnir, Urquhart, and Co.,
 John Hine, Alexander Matheson,
 W. J. Hall and Co., James W. Smith,
 Briggs, Thurburn, Acraman, and Co.,
 Ramsay, and Co.,
 Gladstones, Kerr, and Co.,
 Co., Dallas and Coles,
 Alexander George Milne, and Co.,
 Hunter, Gough and Co.

Small, Colquhoun, and Co.,
 John S. Riege, of the firm of Sanderson, Fry, Fox, and Co.,
 H. H. Lindsay,
 C. S. Gover,
 Robert Eglington and Co.,
 Scott, Bell and Co.,
 John Brightman,
 C. R. Read and Co."

ORDER IN COUNCIL.

At the Court at Buckingham Palace, the 3d day of April, 1840; present, the Queen's Most Excellent Majesty in Council.

Her Majesty having taken into consideration the late injurious proceedings of certain officers of the Emperor of China towards officers and subjects of Her Majesty and Her Majesty having given orders that satisfaction and reparation for the same shall be demanded from the Chinese Government; and it being expedient that, with a view to obtain such satisfaction and reparation, ships and vessels and cargoes, belonging to the Emperor of China and to his subjects, shall be detained and held in custody; and that if such reparation and satisfaction be refused by the Chinese Government, the ships, vessels and cargoes so detained, and others to be thereafter detained, shall be confiscated and sold, and that the proceeds thereof shall be applied in such manner as Her Majesty, therefore, is pleased to direct: Her Majesty, therefore, is pleased, by an Order in Council, to direct that the commanders of Her Majesty's ships of war do detain and bring into port all ships, vessels, and goods belonging to the Emperor of China, or his subjects, or other persons inhabiting within any of the countries, territories, or dominions of China; and in the event of such reparation and satisfaction as aforesaid having been refused by the Chinese Government, to bring the same to judgment in any of the Courts of Admiralty within Her Majesty's dominions; and in that end, Her Majesty's Advocate of the Admiralty, is forthwith to prepare the draught of a commission, and to present the same to Her Majesty at this board, authorising the commissioners for executing the office of Lord High Admiral to will and require the High Court of Admiralty of Great Britain, as also the several Courts of Admiralty within Her Majesty's dominions, to take cognisance of, and judicially proceed upon all manner of captures, seizures, prizes, and reprisals of all ships, vessels, and goods, that are or shall be taken, and to hear and determine the same according to the course of Admiralty and the laws of nations, to adjudge and condemn all such ships, vessels, and goods, as shall belong to China, or subjects of the Emperor of China, or to any others inhabiting within any of his countries, territories, or dominions; and in that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents: they are, likewise, to prepare and lay before Her Majesty at this board, a draught of such instructions, as may be proper to be sent to the Courts of Admiralty in her Majesty's foreign Governments and plantations for their guidance herein: and the said commissioners are to give the necessary directions herein accordingly.

C. C. GREVILLE.

The Queen and Prince Albert honoured the exhibition of the Royal Academy with their presence yesterday. They were received by the President, Sir M. A. Stuee, Sir D. Wilkie, and the officers, and conducted through the school, when care was taken to draw her Majesty's notice to the works most worthy of the royal attention. Sir D. Wilkie has no fewer than seven pictures, one of which, "An Irish Contraband Stull," is in his early style; Sir A. Calvert sends his "Milton;" Maclellan offers "Machbeth," "Malvolio," and "Gil Blas;" Edwin Landseer's "Lying down the Law," is a portrait picture of a distinguished dog; Charles Landseer exhibits "Charles the Second," with Rochester and his sets Mulready's "First Look;" "Lea's Landscapes;" "Robertson's Egyptian and Syrian view; St. Paul's;" "View of Avignon;" and "Bastille's;" "Aged Friar," are among the gems of the opening exhibition. The royal party were much gratified. In the evening the Queen and Prince Albert honoured with their presence the German Operatic and Piacé Theatre. Prince Ernest was present also at the performance of *Don Juan*, in company with the Duchess of Kent, with whom his Serene Highness dined at Ingestre House.

The United Service Gazette gives the following account of the heroic preservation of the colours of the Buffs at Albuera:—

We have often seen occasion to regret the extreme modesty and almost morbid impatience of public life of many of the most gallant officers of the United Services in regard to their own achievements and we could scarcely adduce a more remarkable instance of this sort of fastidiousness of indifference, than that which has been communicated to us by Dr. Morrison, formerly assistant surgeon of the Buffs, who appears to consider justly that the false delicacy which may prevent a gallant veteran, of either service, from vindicating to himself the fame due to his heroisms, does not apply to his brother officers, Colonel Napier, in his "History of the Peninsular War," and Mr. Cannon, in his valuable, "Records of the British Army," have both assigned the merit of having saved the colours of the Buffs at Albuera to Ensign Thomas who carried the regimental colour, and who was shot dead in the beginning of the struggle. The merit of saving the King's colours, however, appears to belong exclusively to Captain, then Lieut. Matthew Latham, who succeeded in preserving them, under circumstances of the most heroic valour. The following is Dr. Morrison's statement:—"At the battle of Albuera, on 17th May 1811, the 3rd Foot, or Buffs (owing to an error to which I shall not here allude more particularly) was surrounded by a large force of French and Polish cavalry. The ensign (Thomas) who carried the regimental colour was shot dead in the commencement of the struggle, and the colour captured. The King's colour was carried by Lieutenant Matthew Latham. He was attacked by several French hussars, one of whom, seizing the flag staff and rising in his stirrup, aimed a stroke at the head of the gallant Latham, which failed in cutting him down, but which sadly mangled him, severing one side of the face and nose; he still, however, struggled with the dragons, and exclaimed, 'I will surmount it only with my life.' A second sabre stroke severed his left arm and hand, in which he held the staff, seized his body. The brave fellow, however, then seized the staff with his right hand, throwing away his sword, and continued to struggle with

his opponents, now increased in number; when ultimately thrown down, trampled upon and pierced by the spears of the Polish Lancers, his last effort was to tear the flag from the staff, as he thus lay prostrate, and to thrust it partly in to the breast of his jacket. The number of Latham's adversaries impeded their efforts to destroy him and the dragons were ultimately driven off by the 7th Fusiliers and 45th Regiment, which came up to support the Buffs. The greater part of the latter corps were, however, made prisoners, and sent to the rear. The brave Latham was turned over by a soldier of the 7th Fusiliers, and the colour which he had thus preserved found under him. Latham was 1 ft. on the field, supposed to have been killed, and the flag was sent on the evening following the battle to the headquarters of the Buffs, with a statement of the manner of its recovery. Latham, however, although so desperately wounded, was not killed; in two hours afterwards he crawled on his remaining hand and knees towards the river of Albuera, and was found by some of the volunteers of the army attempting to slake his thirst in the stream; he was carried into the convent, where his wounds were dressed, the stump of his arm amputated, and he ultimately recovered. He immediately received his company in the Canadian Fencible Infantry and an opportunity offering himself on after an exchange into the corps his gallantry had so highly distinguished, he remained with the comrades by whom he was so highly loved and esteemed. The officers of the Buffs entered into a subscription to purchase a gold medal for Latham (value one hundred guineas), on which his gallant action was represented in high relief, and to which the sentiment he had uttered, as stated above, served as a motto. The permission of the Sovereign was applied for, through the Commander in Chief, and officially granted, that Captain Latham should wear the medal presented by his comrades in arms, suspended by a scarlet ribbon, edged with buff, at his breast; which he continued to do whilst he remained in the corps, and he, no doubt, still preserves with care that honourable badge. Latham, on his recovery from his wounds, joined the 2d Battalion of the Buffs, which was stationed at Brighton in 1815, and was presented to the Sovereign, George the Fourth, then Prince Regent, by his Colonel. When Latham's heroic action was stated to him, the Prince, after expressing, in strong terms, his admiration of his valour observed, that the mutilation which Latham had undergone admitted of alleviation; that he had lately heard of many cases in which a celebrated surgeon of London—the illustrious Carque—who still lives to attest this statement, had succeeded, by a revived and improved operation, in a most miraculous repairing the most frightful mutilations of the face. He, added if Captain Latham should feel disposed to avail himself of Mr. Carque's aid I shall be proud to be allowed to defray the entire expense of the operation and cure. Latham as stated, this kind proposition; the operation was performed in the summer of 1815, by Mr. Carque assisted by the surgeon of the Buffs, Mr. Anderson who still lives (the author of this memoir subsequently attended with Mr. Carque during the progress of the cure) and it was attended with the most perfect success. Captain Latham retired from the service a few years afterwards and resides at this moment in a secluded part of France Colonel Napier in his splendid History of the Peninsular War, in describing the battle of Albuera and the disaster of the Buffs and the capture and rescue of the standard gives the honour to Ensign Thomas (who as I have stated was killed on the spot), and never even mentions the name of Latham to whom all the honour belongs. He also put the sentiment I have quoted into the mouth of Thomas. In the history and achievements of the Buffs which has been lately published by authority uniformly with that of other regiments the story of the affair of Albuera has been taken from Colonel Napier's history and of course does not contain the name of Latham."—(Standard.)

(From the United Service Journal for May.)

Like the stony bodies, expelled from brighter regions, that drop, dark, dull, and heavy on the face of the earth, is the lump mortality called Joseph Hume. We abjure wanton personality, but with so callous a subject as this, so dogged an enemy to the finest qualities and highest deserts of the soldier and patriot, the lash of scorn, the goad of the bullock-driver, must be unsparingly applied.

The service and the public have lately witnessed, with great and mutual satisfaction, the provision proposed in Parliament by the Queen's Ministers, to enable Sir John Colborne (now Lord Seaton), whose name carries its own eulogy, to maintain, with becoming dignity, the honour of the Peerage conferred on that eminent Officer, for his generous and invaluable services in Canada, during the most critical period of its existence as a British colony.

In the Upper House, it is needless to say, perfect unanimity prevailed on the consideration of Her Majesty's gracious message to the above effect; and the merits and services of the gallant chieftain of Wellington, were crowned by the applauding voice of his illustrious Commander. In the Commons, the message was introduced and supported by Lord John Russell, as became a nobleman and a Minister, asserting public services, and claiming public justice; while his Lordship's eloquent appeal was ardently seconded by Sir Robert Peel, and warmly backed by Lord Seaton's old brothers-in-arms, Sir Henry Hardinge and Sir Hussey Vivian, amidst the hearty concurrence of the House in general. An exception, however, at once revolting and characteristic, was found in the opposition and abuse of Mr. Joseph Hume, who divided the House upon the grant in the first place, and subsequently on its limitation, not only then, but through all its succeeding stages, in the face of facts, of reiterated argument, and repeated defeats, rendered overwhelming to a sentiment being by the obvious disgust of all but the "minnows" who mechanically wriggle in the wake of their "Triton."

It was natural, no doubt, that Mr. Hume should honour with his enmity, him who, in conjunction with his able colleague, Sir Francis Head, had signally defeated that unprincipled insurrection of which the said Hume's correspondent and protégé, the adventurer and traitor Mackenzie, was so prominent an instigator; and no act could be more in accordance with the well-known patriotism of the noble patron, than the refusal of his just reward to the saviour of the Canadas.

Long, we pray, may Lord Seaton enjoy his well-earned honours and the modest provision bestowed by a grateful country,—long may this distinguished patriot exhibit an illustrious contrast to the grovelling pursuits of a sordid and scarcely reasoning nature.

The Report of the Naval and Military Commission,

which was published in a Supplement to our April Number immediately after its presentation to Parliament, is now generally in the hands of the Service, and undergoes, of course, every variety of criticism, according to the anticipations and interests of the parties. The general feeling is, undoubtedly, that of disappointment, as expressed in various communications to us, a feeling arising, we suspect, more from a too sanguine expectation of the benefits in the power of the Commission to recommend, than from a dispassionate sense of the mode in which the latter has discharged its difficult functions. We have always disapproved the extravagant notions entertained of the results of this Commission, which, on the whole, has perhaps done as much as the instructions and restrictions under which its deliberations were conducted, would admit; and we should rather blame the sparing spirit, where it is manifest, of the ordaining than the executive parties to this investigation. We shall not, at present, enter into a superfluous analysis of the Report and its recommendations, allowing the United Services their own time and taste, to digest its provisions, and reserving ourselves to explain and account for objections which may be urged, and to support well considered suggestions bearing upon any really important and practicable points, whether of omission, or commission, with a view to any future revision of the question.

With regard to the Report itself, we are bound to pronounce it an able and well written digest of a mass of evidence, various in its character, and valuable in its details, the appendices, which appear to us of superior interest, containing an historical view of the rules and regulations under which each branch of the United Service has been hitherto conducted. The arrangement of this vast body of matter, requiring a distinct order and sequence, reflects great credit on Mr. Collin, of the War Office, the zealous and well-informed Secretary to the Commission, whose personal exertions have been unparagonedly bestowed towards the completion of a document so eagerly desired by the Navy and Army. The latter is indebted to Mr. Collin for his evidence and advocacy, on more occasions than the present: nor is it amongst the least beneficial of those approximations in feeling and interests which have latterly resulted from a better knowledge and juster appreciation of the Army and its duties, that the British soldier can now regard the War-Office in the light of a liberal friend, rather than a jealous inquisitor.

We affirmed, last month—and our authority was the best—that the Americans would try conclusions on the Boundary Question, or rather as to the occupation of the Disputed Territory, rather than cede an inch to reason and justice. The "Sympathizers" are not reasoners; they wish to carry all before them by Maine force; and the Federal Government is too truckling and powerless to resist them, supposing it thought fit to do so. Recent accounts confirm our impressions; the Yankees are pressing us to a contest, through the mouthpiece of their trimming and treacherous Government. Mr. Fox, our sturdy Minister, is obliged to speak out—and the country will echo the cry, if Jonathan repeats his bluster. He is organizing his cumbersome militia, and setting his powers in order. Let us, then, gird up our loins—not to assume the attitude of the bully, but to repel it. We have a highly effective little army in the Canadas, scattered along an immense frontier. It must be strongly reinforced; and a powerful fleet (alas! where is it?) should speak a lesson not to be slighted by the States. What is the matter in Nova Scotia? We are sorry to see anything like discussion in that loyal province—a passing cloud, we hope—for all must pull together for the common good.

Beimstone and opium are old causes of war—as agents of death, they are in keeping. "Opium and Predestination," quoth Prince Eugene, made devils of the Turks. We hope the same effect may not be produced on the Chinese, against whom the majesty of England had launched its ban; and we are duly to capture, seize, make prize and reprisals, according to Order in Council. With plenty of work near home on our hands, we wish ourselves well out of this affair, for which, in truth, we have no stomach. We give elsewhere some arguments on this "question."

Meantime, his sulphuric Majesty of Naples and Sicily evinces a desire to blow us up by means of "the Sniphar Question," (everything is in "question" now-a-days,) and Vesuvius, Stromboli, and Etna. A spark, however, may blow Sicily—perhaps Naples—into a flame, and kindle another Revolution. Punch may again politically exhibit his "ninety-nine mishaps," and fling a somerset in the face of the Carbonaro. But the King of the Lazzaroni, it appears is invited to abide by the arbitration of his cousin of France.

The Russian Expedition to Khiva, under General Perowski, after encountering serious difficulties and loss, both in men and camels, from the unusual inclemency of the season, has, it seems, halted, intermediate position, on the Emba, to await their expected reinforcements and supplies, before proceeding to the ultimate object of their enterprise, which are expected to do in May. A reflection arises from the predicament in which this force has found itself in the very first stage of the route to India, by no means confirmatory of the speculations of those who imagine a Russian invasion of India not only practicable but easy. The Russians are either so mad nor so extravagantly ambitious as this. They could not keep Asia if they got it; or, if they did, they would lose Asia. *Utem horum?*

Algeria, as the slice of Africa seized by our neighbours is generally termed, appears an excellent training-ground for the French recruits. From one end to the other all is fighting and squabbling; and Marshal Valée appears to have quite enough to do to make head against the redoubtable Abd-el-Kader, who appears to have something of the Titan in his nature, springing up more vigorous from every fall. The Emperor of Morocco having threatened to throw himself into the scale against France, the Dukes of Orleans and Anjou have proceeded to the theatre of war, as if to recall the brilliant epoch in French story when "The Princes" took the field.

A DESCRIPTIVE AND HISTORICAL NOTICE OF ADEN, LATELY CAPTURED BY THE BRITISH.

(From the United Service Journal for May)
Some interest has been excited in this country from the several questions that have been asked in Parliament relative to our late acquisition of Aden, as well as from the circumstances of its being the first spot. European power has ever held in Arabia. True it is that the legions of Augustus, as Strabo and Pliny inform us, under Julius Gallus, attempted the reduction of Yemen, but his troops wasted away in disease and lassitude; it is a remark, also, of the latter author that by a naval power only can the conquest of Arabia be successfully attempted. The Emperors Trajan and Hadrian likewise invaded Arabia, and an army of the latter perished miserably in the Desert. We do not, however, find that any place were held by those princes, although the kings of the Arab kingdom of Gassan were tributary to the Romans as were those of Irak to the Persians. It is in our own day, more particularly, that Arabia has suc-

cumbed to a foreign yoke—for as such most have called that of Mohammed Ali. He now possesses the Hejaz, the Tehama, and a considerable portion of Yemen, part of Neged, and having taken possession of El Khair, the ancient Gherrah, is pushing his conquests on the shore of the Persian Gulf. It is now to be involved in disputes with the Sultan of Lahidge, whose principal port was Aden, and the causes which led to its ultimate capture by us.

In 1836, representations were made by the Superintendent of the Indian Navy to the Bombay Government regarding the insecurity which prevailed on the Arabian and Abyssinian coasts; one instance was cited in which it appeared the Sultan of Lahidge had shown himself little better than a common marauder. An Arab ship had been wrecked on his coast, the crew of which he both plundered and ill-treated, levying such exactions upon the master that, in a fit of despair or anger, he burnt his vessel. Instructions—general of course—were accordingly issued by Government, authorizing and enjoining a prompt demand of satisfaction upon any insult being offered to a vessel under British colours. A case of the kind soon occurred in the instance of the Deriah Dowlat. This vessel belonging to the mother of the Nawab (titular) of Madras, and was of 225 tons burden. She left Calcutta in December, 1836, with a cargo freighted by an Arab merchant for Judah, and composed of rice, sugar, flour, cloths, preserves &c.; her crew were of various nations, including the Nagadeah (or master), and there was also on board a Supercargo and an agent on the part of the owners. Tackling at Aleppo they embarked on rice, besides ginger, pepper, and coconut oil; ten pilgrims for Judah took their passage, some of whom were females and belonging to highly respectable families. The Supercargo, shortly before they arrived at Aleppo, had managed to deprive the Nagadeah of the command of the ship by means of false documents, purporting to come from the owners, and had placed in the situation of Captain the Chief officer, who was subservient to his views. They made a good passage across, and, early in the morning of the 17th February, 1837, the ship was run ashore in a sandy bay, about six miles north-east of Aden. On her striking, the Supercargo left the ship in the jollyboat to proceed to Aden for the purpose of arranging with the Sultan of Lahidge his share of the plunder. He was soon after followed in another boat by the Nagadeah, whom he had seduced from his duty when Chief officer; this boat, however, never reached the shore, for it upset in the breakers and every soul perished. The unfortunate passengers and the remainder of the crew were left on board, several of them were drowned in attempting to reach the shore, for the Arabs were deaf to their solicitations for help, and refused to take them from the wreck. After this the Sultan and his people plundered the ship at their leisure; the cargo was divided into three portions, one of which was given to the Supercargo, and the rest the Sultan took himself; the ship's stores likewise fell to his share, and the Deriah Dowlat being gutted on everything worth taking, she was burnt. The passengers, male and female, and the crew were robbed and ill-treated; the behaviour shown to the women is said to have been indecent and brutal in the extreme; immediately on reaching the shore they were stripped naked and underwent a rigorous and revolting search for concealed valuables; none being found, they were dismissed, and in the state just described, faint and weary, found their way to the town of Aden. The only person there who showed them any kindness was a Syud, the Patron saint of Aden; he both fed and clothed them, and it was through his instrumentality they managed to hire a buggalo, in which they proceeded to Mocha. From the above it is very evident that it was the object of the Supercargo to wreck the ship; the property was well insured, indeed for more than its real value, which was two lakhs of rupees (20,000). Fear of ulterior consequences even then occurred to the Arabs, for, before they would permit the Nagadeah to quit Aden, he was forced to sign a paper to the effect that neither he nor his owners had any claim upon the Sultan, and that neither the passengers nor the crew had been ill-treated. From Mocha the crew and passengers of the Deriah Dowlat proceeded some to Bombay and others to Judah, in hopes of redress for the injuries they had suffered. There is no accredited European Company's agent at Mocha; the last European resident was Colonel Bagnold, of the Bombay Establishment; he was succeeded some years ago by Shaik Taid, a highly respectable and well-informed native of Surat, of the Borah tribe of Mahomedans; he had the designation of Agent of the Honourable Company, upon a salary of 300 rupees per mensem: to him many of the individuals in question applied for assistance, and he forwarded their complaints to Government.

Captain Haines, I. N., arriving shortly after at Mocha, proceeded to Aden forthwith to investigate what had taken place; but his demand upon the Sultan that the property and stores belonging to the Deriah Dowlat should be taken care of for the British Government, was met by him with a declaration, that he was ignorant of the whole transaction, although the greater part of the cargo was actually being disposed of in the bazaar. After more evasion of this kind, he at length offered the cables and a few other stores, which Captain Haines declined receiving, and, having warned the Sultan of the course he was pursuing, and recommending him, as he esteemed the friendship of the British, to preserve the property for the rightful owners, Captain H. left.

The Bombay Government, on hearing these circumstances, instantly brought them to the notice of that of India, stating the outrages which had been committed by the authorities of Aden on the persons and property of individuals sailing under the British flag and entitled to British protection, and requesting permission to enforce the demand. If ample satisfaction were not conceded; they also proposed, before an answer could be received from Calcutta, that Aden should be taken possession of as a compensation for the insult offered to the British flag. It cannot be denied but that the eagerness evinced on the part of the Bombay Government for the possession of Aden proceeded from an anxious desire to avail themselves; whilst an opportunity offered, of the acquisition of a place which fortune seemed so opportunely to have placed within their reach. To use the words of the late Governor of Bombay, Sir R. Grant—"Unluckily, the advantages of occupying Aden, as a station convenient for the purpose of steam navigation, entered largely into our views."

Aden is situated in 12d. 45m. 10s north latitude and 43d 9m. east longitude, and just divides the distance between Bombay and Su-z: by water it is 100 miles distant from the entrance of the Red Sea, opposite Perl Island, and about 115 miles from Mocha; by land, the distance between Aden and Mocha diminishes, being only 120 miles, or 3 days' journey on a Bihui camel or one trained for riding; but this route is dangerous, owing to the savage temper of the Sobeih Belduns, to whom the greater part of the intervening territory belongs. Cape Aden is a high rocky promontory, rising to an elevation of 1776 feet above the sea; on the eastern side, and open to the sea, is a plain, 3 miles in circumference, upon which stands the present town, built upon the ruins of the former one. Opposite to and commanding it is Seerah Island, a rock, 1200 yards long by 700 broad, and 400 feet high; it runs nearly north and south. On its northern point, where boats unload, there was formerly a pier, but it is now in ruins; there is a tower, having a magazine underneath, immediately above it, and, gazing rising from the tower, a place of ground extends 380 feet long by 60 to 150 broad. At low water the island joins Aden, but there are traditions extant that a deep channel once existed between them. On its southern extremity it approaches within 80 yards of a rock, which juts out from the side of the town and is prominent.

The greatest length of the promontory of Aden is 5½ miles, and its breadth varies from 2½ to 3½ miles, the whole being a mass of dark limestone, resembling the crater of an extinct volcano; the isthmus of sand which connects it with the mainland is at high water 1350 yards broad. From the circumstance of Aden's being a peninsula, two bays are formed, the one on the eastern or town side, and the other on the western; the latter is at its entrance 4 miles broad, and runs up to a distance of 7 miles; the anchorage is excellent and of great extent—steamers may run in during the night, and load and unload at all seasons in perfect security, and that, too, close to the shore. The best place for ships to lie in has 540 fathoms water; on entering, no pilot is required, for there are no sunken rocks or other impediments. The land which forms the other side of Western Bay has a very picturesque appearance, and its peaks rise to a great height; during the prevalence of the easterly winds, ships usually prefer this bay—that is, from September to June. This anchorage in Eastern Bay is likewise good and very regular, varying from 5 to 10 fathoms; a heavy swell rolls in during the northeast monsoon, but from June to the end of August smooth water is found close to Seerah Island; during these months, the shumal blows with incredible violence from the west.

The Bombay Government, supposed, and with justice, that, besides forming an excellent halfway house between Bombay and Su-z, and being singularly adapted, from local circumstances, as a depot for coals, Aden might, under British protection, attain somewhat of its former commercial celebrity. They well knew it was once the chief mart of Arabia, and they indulged a hope that it might again become the port of export for the coffee, gums, and spices of that country, and the channel through which the produce of India and England might be spread throughout the rich provinces of Yemen and Hadramaut. Another thing which struck them was, the advantage which it possesses over Mocha—ingress and egress being at all times easy for ships, whereas the contrary exists in the Red Sea. Vessels from Burhara, on the Soomaale coast, opposite Aden, with guns, fankineese, elephants' teeth, &c. can run across in a day in the northeast monsoon, and return in another: it is as near the coffee districts as Mocha, and Su-z is quite as close. These were the reasons adduced by the Bombay Government, in their report to the authorities in Calcutta, relative to their request to be permitted to take immediate possession of Aden; they at the same time made a similar application to the Court of Directors. The answer from Calcutta was received in November, 1837, and conveyed instructions that a formal demand should be made upon the Sultan of Lahidge for redress for the injuries committed by him and his subjects, and the restoration of the cargo of the Deriah Dowlat or its value. If it were granted the Bombay Government were further told, some amicable arrangement might be made with the Sultan for the occupation of his port as a depot for coals and harbour for shelter. Captain Haines, I. N., was deputed upon this mission, and, under the above directions, the Bombay Government instructed him; but, upon his being brought to their notice that it was Captain H.'s opinion that the Sultan would willingly, and on very favourable terms, make over to the British the almost isolated point of Aden, they conceived that their instructions would bear them out in obtaining such a transfer. They therefore further directed Captain Haines to enter into terms with the Sultan for that purpose, subject to the confirmation of Government. The Government of India did not, indeed, in express terms authorize that of Bombay to negotiate for the cession of the port and harbour of Aden, but they desired them to obtain the occupation of the port as a coal depot, and that of the harbour as a place of shelter. These words far exceed the establishment of a coal depot under the auspices of the Sultan; and, in fact, could not, under any practical sense, or to any beneficial purpose, be fulfilled, except by the obtaining the occupation of the port and harbour as a matter, not of suzerainty, but of right. Accordingly, Captain Haines left Bombay on board the Suez steamer for Aden, but, meeting at Mocha with H. C. Eslop-of-war Comdr., proceeded in her to his destination, and proceeded to fulfil the objects for which he was sent.

The Sultan, finding evasion and subterfuge—both of which, in the first instance, were not spared—to be of no avail, was at length brought reluctantly to give a bond, payable a year after date, for 4191, and to restore property to the value of 7309, Genna owners—protesting all along that what he had received was entirely voluntary on the part of Nagadeah and Supercargo of the Deriah Dowlat. So much having been accomplished, Captain Haines commenced his passage-work upon the latter part of his instructions, relative to the cession of Aden. Before doing so, he re-negated Syud Jai ben Hydros for the kindness he had shown to the crew and passengers of the wreck. Fifty crowns were presented to him, a complimentary letter accompanying them; presents were also sent to the Sultan, as coming from the Bombay Government, and upon his answer being received, Captain Haines forwarded his own letter, requesting to be informed for what sum the Sultan was willing to cede Aden. The eldest son

of Sultan M'housin ben Foutel ben Abdul Kwoneh ben Abdillee is named Hamei; he was at that time about twenty-two years of age, but the Sultan's principal adviser and confidant was Syud M'housin ben Syud West ben Hamei ben Ali Sufran, to whom one of his daughters was married, and who, from his birth and natural abilities, joined to his relationship with the Sultan, caused him to possess much influence amongst the Abdillees: these two, and Hussan Kluteh, a reader in the Yamma Masjid at Mahidge, and his master's prime minister, were associated together, and were ordered to deliberate upon the proposal which had been made to their chief. It is never customary for Arabs to give a decided answer at once upon any subject, and much time is invariably consumed in setting the most trifling affair; even although their opinions may have been formed from the first, yet they still pretend to hesitate for some time and to weigh the proposal. In this case, which was one of much importance to them, many interviews passed between the Sultan and the British agent, and, of course, no opportunity of making favourable terms was omitted by the former; for at first he appeared sincere in his acquiescence in the proposed matter for the transfer of Aden, but expressed doubts that, when that event should take place, he and his family would be forgotten, and not treated with respect.

This idea was soon removed from his mind, and he appeared quite determined upon the subject; so much so, that, enjoining secrecy on all parties, he appointed a merchant at Aden, named Reshed Ab la Iah, as his immediate agent, and himself proceeded to Lahidge, which is eight or nine miles north-west of Aden, and where his presence was much required; his son and Syud M'housin remained behind to discuss matters in common with the agent. A day or two afterwards, in answer to a letter from Captain Haines, the Sultan wrote that he had promised the place in two months to the British; meanwhile that Captain H. should go to Bombay, and inform the Government there, and that he would hold a council of his chiefs and explain all to them this being completed, two new possessors of Aden could build houses and fortify, or do what they think, as the town would be theirs, but that they must consider the money he had to give his neighbours for it, and that they must answer them all; in conclusion, he added—"If you do not come in a few months, and the Turks do not take the whole country from me, or any other people come, you must not blame me." To this letter was affixed his seal; and it may be taken as a proof that he was at that time sincere in his professed intentions. After much duplicity and tergiversation on the part of Reshed Abdallah and his colleagues, they agreed that, for the annual sum of 8700 Genna crowns, to be paid to the Sultan and his heirs for ever, the promontory of Aden, together with its harbours, &c. should be ceded in perpetuity to the British Government; this sum was fixed as being rather in excess of the yearly customs of Aden—for to such a low level had trade fallen in a once-flourishing city, and it was yearly diminishing.

It is at all times difficult to account for the motives which influence human action, but it becomes doubly so when an attempt is made to analyze the feelings of those who have few ideas in common with ourselves, and whose notions of right and wrong differ so widely. It would therefore be useless to speculate upon the causes which may have induced Syud M'housin and young Sultan Hamed to attempt the perpetration of a gross piece of treachery—namely, the seizure of Captain Haines, and the extortion from him by force or otherwise of all the papers connected with his mission. Perhaps the hope of recovering the bond for 4191 crowns, which had been given in part payment of the compensation for the plunder of the Deriah Dowlat, instigated the attempt. However, it was fortunately frustrated by timely information being conveyed to the Coote, where Captain Haines was, not to proceed, as he had intended that morning, to the town. After upbraiding the Sultan and his family for their base faith, Captain Haines departed to Bombay in February, 1838, the recovered goods being left in charge of a Baman, to whom they had previously been entrusted.

The Court of Directors was again applied to by the Bombay Government, and an account of the issue of their proceedings forwarded to Bengal. In reply, the Supreme Government stated that it appeared to them that the question of the occupation of Aden was rather a route for the consideration of her Majesty's Ministers than for theirs; at the same time, that they concurred in the high estimate which had been formed of the value of the position. The subject was consequently referred by them to England; but, as a preliminary measure, Captain Haines was again despatched to Aden in the H. C. ship-of-war Coote, an escort, composed of an officer and 30 European soldiers, accompanied him. On his arrival, he was instructed to renew his former negotiations, but was enjoined to be careful in no way to exhibit any mistrust as to the immediate ratification of the cession: if disinclination on the part of the Sultan to fulfil his engagement should be perceived, he was to impress him with the insufficiency of the reparation offered for the insult and injury offered to the ship Deriah Dowlat, which trading under British colours, uncoupled with the cession of Aden. Should a stronger tone be necessary, he was to point out to the Sultan that the agreement for the cession was complete, and a meeting arranged with his son for the final ratification of the engagement, when Captain Haines was prevented from attending, in consequence of information that treachery was intended, and that the seizure of his person was in contemplation. The Sultan was to be further informed that, if he ratified the cession, the British Government would be satisfied that the above information was unfounded, and no such unpardonable outrage was intended. On the other hand, should he now draw back from his pledged faith, he would be held responsible, not only for the injury to the British flag, in the case of the wreck, but also for that mentioned towards the person of an officer deputed by Government to demand reparation for the former. Finally, if every effort failed, Captain Haines was to inform the Sultan that it was highly probable a force would be immediately sent to take possession of Aden, and that the British Government would in that case, hold it without any acknowledgment either to himself or family: if all was settled quietly, the bond for 4191 dollars was to be remitted.

It was late in October before the Coote reached Aden; and immediately upon her doing so, a communication was opened with the town. The following day, in answer to a letter which was

sent him, Sultan Hamed replied, that his father being sick at Lohidge, he was representing him; that, with regard to Aden, the British should never have it, until "the sword is at our throats." The letter ended with an invitation to Captain Haines to come to the town, thus expressed in Arabic: "If you will come to the pass, I will meet you there, and be upon your head,"—meaning, I will, myself, be answerable for your safety. The payment of the bond, which was now due, and the delivery of the property belonging to the wreck, was next demanded, but denied in unequivocal terms; at the same time, any communication between the people in the town and the ship was prohibited. Supplies of wood and water were likewise asked for, but refused, and for the next four months the Coote depended upon the opposite coast for everything of that nature. Shortly after this, messengers were sent on the part of the Sultan, and duly authorized by him, as he said, to settle everything. They consisted of Rashed Abdallah, and a Banian, named Damiye; and the delivery of a letter and a little talk was all that took place. The letter provided to be a mere evasion of the subject of Aden, and was confined to unmeaning compliments and professions of personal regard to Captain Haines. Great firmness and moderation were displayed throughout by the British agent, and the several measures laid down to his instructions were successively employed, but to no purpose. Nothing that he could urge could induce the Sultan either to abide by his agreement, or to give up the property, and pay up the bond, except conditionally that the subject of the purchase of Aden should not be resumed. This of course, it was out of the question could be agreed to.

About the end of October, the date of the from Muscat and the Persian Gulf begin to arrive on the Coast of Yemen. Some of them are very large—often of 300 tons burden. Those that supply the Mocha market, and other parts of the Red Sea, Hodeida, Jiddah, Lohia, &c., are unable, having once passed through the Straits of Bab-el-Mandeb, to return, till the monsoon changes in June following. The quantity of dates consumed by the people on the coast is very large, and their deprivation is much felt. Captain Haines thought, by blockading Aden, and so depriving the people of their food, and the avaricious Sultan of his customs, he might induce him to listen to reason: the blockade was therefore strictly enforced. However, it produced no effect; but the Arabs, in revenge, having fired upon one of the ship's boats, an apology for the insult offered to the British flag was demanded, as a preliminary to anything further.

This occurrence took place in the middle of November, and a few days after the Suez steamer had left Aden for Bombay; by which Government were earnestly recommended to lose no time in despatching a force to effect by that means what was not feasible by any other. Subsequently, many interviews passed between Captain Haines and the emissaries of the Sultan, who at length gave him plainly to understand, that he would give up no part of his dominions without fighting; for that, if he did so, his character would be lost. He endeavoured, at the same time, to engage upon his side the Foutale tribe, whose Chief, Hamed Abdallah, bears a high name for courage and conduct. He is said to be able to bring 5000 fighting men into the field, who undoubtedly are much superior in bravery to the Abdallees, but their Sultan is poor. His tributary lies east of Aden, and borders upon the sea. Shiga, which is a princely court, is sixty miles distant, but nearer by land. He exacts an annual tribute from Sultan Mhoussin; and this being about the time it was generally paid, a meeting took place between the two Sultans at Shek Othman—a conspicuous white tomb, seven miles from Aden. They were both attended by a considerable retinue, and the Sultan of Lohidge expected much from the conference. He began by asking before the other how improbable it was, if the English succeeded in establishing themselves at Aden, they would stop there, and assured him that inevitable ruin would befall the tribes in the neighbourhood; whereas, if they united in making a bold stand, their firm countenance might deter the English from making any attempt, and the idea of taking Aden would be abandoned. Two days passed before they separated, which they at last did, Sultan Hamed then Abdallah having obtained 365 crowns in payment of tribute, together with four bags of cloths and shawls, and five shawls for each of his followers as presents. The fund of the daughter of Sultan Mhoussin was offered him, and other promises held out, if he would assist in the approaching struggle with the English; but nothing could induce him to consent, and the two parted with a degree of ill-feeling on either side.

Both subsequent and anterior to this taking place, the Foutale Sultan reiterated his offers of embracing the English interest; but, as Captain Haines was not authorized to receive his advances, or to afford him the pecuniary aid he required, his proposals were declined, with many thanks.

The Bombay Government were very much occupied in 1838 equipping the Bombay contingent of the army of the Indus, which joined under Lieut. General Sir John Keane. However, on the 29th of December, a force for the occupation of Aden consisting of 300 men of the 1st Bombay European Regiment; 350 of the 24th Regiment, N. I.; 40 European Artillery; and 6 Golanahs, together with pioneers, and commanded by Major T. M. Baitie, of the 24th N. I., left in two transports, and accompanied by H. M. ships Volage, p8, and Cruiser (brig), 16. On first leaving Bombay, they proceeded, in obedience to their instructions, to Negorlab, near Goa to quell an insurrection which had there broken out; but order having been restored before their arrival, they continued their voyage without landing.

On the 16th January, 1839, the ships anchored in Western Bay, Aden, and a message was sent immediately to the Sultan, to inform him that an unconditional surrender of the town was necessary: hostages were likewise demanded. To this he replied—he must see his Chiefs, and consult them; and asked for an interval of six days to make up his mind. No answer was returned by the political agent. Major Baitie and Captain Smith of H. M. ship Volage now proceeded to consider the best means of taking the town. They mutually agreed, from the partial view they could obtain of the pass and the gateway leading from Western Bay immediately into the plain upon

which the town is built, that there would be no great difficulty in blowing open the gate itself; at the same time it occurred to them, that loss of life might perhaps be avoided, if the ships, by lying close in to the shore, on the eastern side, were first to dismantle the defenses and guns placed upon them, so clearing the troops, who might land under cover of a fire from the shipping. It was determined to adopt this plan, which met with the warm approbation of Captain Haines, whose local experience entitled his opinion to some weight.

On the morning of the 19th January, H. M. ships Volage and Cruiser, H. C. ships Coote, and schooner Mhyr, took the boats containing the troops in tow, and stood far-shore. H. M. ships Volage and Cruiser occupied a position in front of a battery of five guns, on the north point of Saer tah Island, which was built almost level with the water's edge. They both anchored with springs on wire cables, upon reaching their stations. The other two vessels were placed off the south of seetah island, commanding a view of the wall of the town, on which were mounted a few old guns. The entrance, which divides this point from a precipitous black rock, just as out from the town, is not more than eighty yards in width. A buggalo, containing an 8 inch mortar, anchored under the lee of the island, for the purpose of throwing shell. The Arabs were only able to fire a few shots, which all passed over the ships, doing no mischief; and for they could not stand against the superior weight of metal opposed to them; and all their batteries being silenced, the signal was made to land. It was done by the troops in two divisions. A dropping fire of matchlocks was kept up upon the shore, but no serious opposition was anywhere encountered.

On landing, the troops drove the Arabs outside the amphitheatre of hills which surrounded the town, and took possession of the passes and heights. 139 prisoners were made on Saer tah island. Their retreat being cut off, they surrendered, and taken from them—when they suddenly rose upon their guard, drew their creases, and, without exception of 20, who were shot and bayoneted in the attempt, made their escape. The loss of the British was altogether 11 killed and wounded—that of the Arabs 140. The number of the British was variously estimated, but perhaps 1000 may be about the amount. When a communication was again opened with the Sultan, he expressed himself exceedingly grieved at what had taken place, and laid the blame upon the Bedouins and his son Hamed. Ultimately the bond for 4191 crowns was remitted, and the annual sum of 8700 crowns was guaranteed so long as the treaty which was entered into should be duly observed.

Aden presented to the view, in January, 1839—nothing but a heap of ruins,—the houses of the inhabitants, which were composed of rough stone and baked mud, or of calpas being built upon them. The walls, towards the sea especially, which had once been of great strength and thick, had been suffered to go to decay, until, from the rubbish which had fallen from them, and the accumulation of driftsand, you could walk over any part. In every cleft and small valley were reservoir and tanks—all, however, out of repair, and some filled with rubbish. They evinced marks of the care which had been taken by the Turks, when they possessed Aden, to ensure a constant supply of water, in case, from long drought, the wells should dry up.

The crest of the hills, which separate the promontory of Aden from the isthmus of sand joining it to the main, was crowned with the remains of a wall, flanked at intervals with irregular bastions: three or four old guns were found upon them. The plain outside had once been traversed by a wall, built a coves from sea to sea—but it was in ruins. However, as it appeared to be a defensible point 300 men and four fifty pieces were sent from Aden to occupy it. The Arabs gave it the name of the Daub-el-Arabi. From Western Bay and from the interior there is but one way into the town—except, in indirect mountain paths which no camel could attempt. It is by a pass in the hills, defended by a gate way called the "Babel Yemen"—Gate of Yemen—229 feet above the sea. The rocks on either side rise to a great height. The position is a strong one by nature and might by art. He rendered almost impracticable. Here were found two guns, mounted on the gateway leading to Gihul Shamohim, the highest peak in Aden is paved road, ten or twelve feet broad, and quite perfect. The remains of small forts, and of a wall, run all along the summit of these hills, so that, in former days Aden was begirt with fortifications. Saer tah island has been strongly defended by numerous works. The great Albuquerque is said to have lost 2000 men in a tempting attack it in the sixteenth century.

No part of the coast of Arabia is celebrated for the goodness of its water with the single exception of Aden. The wells there are 300 in number and some 180 feet deep—cut for the most part through the solid rock. The mosques, though small very numerous; and one is shown where the Caliph Ali the son-in-law of the Prophet read prayers. By it is an ancient building of excellent burnt brick: these bricks are made at Shek Othman and are sold in the town for two dollars and three quarters a thousand—the carriage being included in the above sum. Altogether there was much to attest the former magnificence of Aden, and to induce one to place credit in the descriptions which have been given of it by early travellers, amongst whom are several Portuguese and English. One author speaks of spacious baths, surrounded by an open colonnade, supported by pillars inlaid with paper. And indeed it is not at all out of the bounds of probability, to hazard a conjecture, that it was here that Solomon's fleets, which annually left Ezion-geber, situated at the head of the sea of Akabah, met the Indian vessels, and also those from the Land of Phih—whom some suppose to be the province of Oman, bordering on the Persian Gulf, and now belonging to the greater part of it, to our friend and ally, the Imam of Muscat.

The 27th chapter of Ezekiel gives a lively picture of the commerce of Asia at that period, in which we find the gold and silver of Sheba (Saba) and the other products of Arabia, repeatedly mentioned. We are told that Yemen was conquered by a brother of the great S. Saladin, in A. D. 1178: who founded a dynasty of Cuds and Ayoubits; by the Lieutenant of Saladin,

A. D. 1538; and by Seim II. A. D. 1538. The Pacha, who resided at Sana, commanded twenty-on boys; but no revenue was ever remitted to the Porte. Ni bulr goes on to say that the Turks were expelled about the year 1930. It is to them, no doubt, that Aden is indebted for the remains we see of her former greatness: they appear to have been fully impressed with an idea of its value, and to have spared no pains to make it worthy of being one of their principal riches. The traces taken for the works on the top of the hills evince great judgment; a good flanking fire being every where obtained; no one place which could possibly admit of being fortified has been omitted; and we could not do better than travel in the footsteps of our predecessors. The profile is tremendous, a though 209 years have elapsed since the expulsion of the Turks, many of the tanks were found in good order, merely requiring clearing out to be again serviceable; they were cut inside and out with excellent chunam: An aqueduct exists outside Aden, leading to a tank behind the Daub-el-Arabi, no doubt for the supply of the troops there stationed; it extends eight miles in a N. W. direction: at the end of it was a well, six feet deep, and defended by a small fort. The aqueduct is built of red brick and stone, four feet wide, with an enclosed channel for the water; nineteen inches deep by fifteen wide. The Sultan's ordnance was not of a very superior description: there were, however, three very handsome Turkish guns; two of them they had managed to mount upon carriages, but the third, measuring eighteen feet and a half in length, baffled all their endeavours—the length of the other two was respectively seventeen feet and fifteen feet seven inches; all were high y ornamented, bearing the name of Suleiman ibn Selim, (Soliman the Magnificent, Hejira 901 (A. D. 1523). These guns are made of a composite metal, in which there is a good deal of silver. With some little difficulty they were got on board H. M. ships Volage and Cruiser, and conveyed to Bombay, where they still remain.

(To be continued.)

BIRTHS AND MARRIAGES.

BIRTHS OF SONS: At Balgarvie, the Hon. Mrs. F. S. Wedderburn—At Southsea, Hants, the lady of Lieut. N. F. Edwards, R. N.—In Bolton Street, the lady of T. Smith, Esq.—The lady of J. P. Nevill, Esq., of Shelbrooke-park, Doncaster—At East Sheen, Lady Charlotte Penrhyn—In Clapham-road, the lady of T. Winstanley, Esq.—At Farnbridge Wells, the lady of N. Ward, Esq.—The lady of H. Mosley, Esq.—In Dublin, the lady of Lieut. Col. H. H. Farquharson—In Belgrave-square, Lady Fanny Howard—At Burnley, the lady of Major Galloway, 10th Regt.—At Southampton, the lady of G. Marsden, Esq.—Mrs. W. H. Warton, of Russell-square—Mrs. J. Rogers, Manchester-buildings, Parliament street—At Garrett-house, Mrs. George Lee—Mrs. W. Everington, Tavistock-square—At Peckham, the lady of Captain G. Denny—At Camberwell-grove, Mrs. W. McGill—At Elbury street, the lady of G. Lewis, Esq.—The lady of C. Barron, Esq., Denmark-hill—The lady of A. D. Inglis, Esq.

OF DAUGHTERS: In Grosvenor-square, the Hon. Mrs. C. Stanley—At the Ray, near Maidenhead, Lady Phillimore—In Edinburgh, the lady of Sir N. M. Lockhart, Bart.—In Belgrave square, the Countess of Listowel—At Westmoreland, Kent, Mrs. T. H. Bowditch—At Dover, the wife of R. Bursell, Esq., R. N.—At Grosvenor place, the lady of J. Denistoun, Esq., M. P.—At Fitzroy square, the lady of Dr. J. Arnott—In Connaught terrace, the Hon. Mrs. E. C. Curzon—In Grosvenor place, the lady of C. O. Wombwell, Esq.—In Grosvenor square, Mrs. E. Stewart—At Shadben park, Surrey, the lady of Sir T. H. Hepburn—At Harkerwyck-house, Bucks, Mrs. Harcourt—At Canterbury, the wife of the Rev. G. Wallace—At Leamington, the lady of Major Stephens—The lady of E. B. Hartopp, Esq., of Dalby Hall, Leicestershire—At Hernehill, Mrs. Bicknell—In Stratford place, the lady of Sir W. Knighton—At Bayswater, the lady of W. Dugmore, Esq., of Lincoln's-inn—In Upper Wimpole street, the lady of F. H. Mitchell, Esq.—At Kensington, the lady of Capt. Shippari—At Adels Park, Surrey, Lady Fletcher—At Tickenhall Vicarage, Derbyshire, the lady of the Rev. R. Cox—At Notting-ham, Mrs. A. Preston—At Storey gate, Mrs. W. S. Northhouse.

MARRIAGES: Rev. C. M. G. Jarvis, of Dodington Hall, Lincoln, to Augusta, daughter of R. Cra-croft, Esq. of Hackthorn—H. Storey, Esq. of Ham Common, Surrey, to Emma, daughter of the late R. C. Cooper, Esq. of Brighton—Rev. J. T. White, A. M., to Anna Gieves, daughter of the late Rev. W. Harrison, D. D.—P. Kennedy, of Feldkirch, Esq. to Anna, daughter of the T. Ridgway Esq.; of Wallaces, Lancaster—A Burrows, of Lincoln's Inn, barrister, to Frances Diana, daughter of the late Major Bromley, Bombay Army—E. L. Wells, Esq., Middle Temple, to Mary Ann, daughter of J. Gallias, Esq. late of Stapleton Castle, Herefordshire—Mr. J. Wade, of Blenheim Terrace, to Anna, the daughter of E. Baines, Esq., M. P.—Major Genl. Sir W. Davy, of Tracey park, Gloucestershire, to Sophia, daughter of R. F. Wilson Esq., Milton, Yorkshire—Rev. W. R. Markham, vicar of Morland Westmoreland, to Jane, daughter of the late N. Layton Esq.—A. C. Brown, Esq. of Liverpool, to Susanna, daughter of the late J. Cassels Esq., M. D. of Lancaster—Rev. G. Wingfield, of Glatton, Huntingdonshire, to Sophia Elizabeth, daughter of the late Rev. G. Wasey, of Ulcombe, Kent.

VARIETIES.

HOUSE OF REFUGE.—We have been informed that a handsome and well-timed donation has been sent by a Mr. Forrester, Gordon Street, to the inmates of the House of Refuge, in the shape of a fewer than 250 Christmas pies. The number of boys at present enjoying the blessings of this institution is, we understand, about 240, for whose behoof any contribution will be most gratefully received.

TESTIMONIAL.—According to previous announcement, by printed circulars, a public meeting was held in the Baronial Hall, on Friday evening week, for the purpose of presenting Mr. C. Burgess, teacher, Warwick Street Academy, with a testimonial of the esteem of a number of his friends and pupils. At six o'clock, Mr. Burgess, and the Committee of Management, entered the room, which was comfortably filled with a respectable audience, including a large number of Mr. Burgess's pupils. Mr. D. M'Arthur, teacher being called to the Chair, shortly stated the object of the meeting, and called upon Mr. J. Moore, who, at considerable length, and in a highly complimentary manner, spoke of the many valuable qualifications which, as a teacher, he (Mr. Burgess) possessed, and said it was doubtless

owing to that happy combination of his amiable qualities and dispositions, accompanied with his other higher attainments; that the was so much endeared to his pupils, and so successful in his labours. Mr. Moore then, after adverting, in glowing terms to the great importance of education, and expressing a hope that the only effect which that demonstration would have upon him, would be to increase, if possible, his diligence in the great and good work of "teaching the young idea how to shoot" presented him, in the name of his pupils and friends, with a beautiful silver dial patent lever watch and appendages, furnished by Mr. A. Crown, Arcade, and bearing the following inscription:—Presented to Mr. C. Burgess, by a number of his pupils and friends, to testify their high sense of his worth and merits as a teacher. Mr. Burgess returned thanks in the most warm and feeling manner, and went on, at great length, to point out the vast improvements which has of late years been made in the system of education, and contrasted, in a happy and masterly manner, the present mode with that which formerly prevailed, under what might justly be denominated the reign of terror. Several gentlemen afterwards spoke of the high standing which Mr. B. occupied as a teacher, and of the happy progress their children had made under his tuition. A vote of thanks having been given to the Magistrates for the handsome manner in which they granted the use of the room, and also to the Chairman for his able conduct in the chair, the meeting broke up.—Upwards of twenty of Mr. Burgess's friends then retired to the house of Mr. James Brown, Coburg Street, where they sat down to an excellent supper: many interesting speeches, songs, and recitations were given in the course of the night, which was spent in the greatest cordiality; while every one seemed to vie with each other in doing honour to the guest of the evening.

MONUMENT TO THE DUKE OF WELLINGTON IN EDINBURGH.—On Tuesday, a meeting was held in the H. P. town Rooms, Edinburgh, to consider the propriety of erecting in the Metropolis of Scotland, a national testimonial to his Grace the Duke of Wellington. Among the gentlemen present were the Marquis of Tweeddale, the Earl of Dalhousie, the Earl of Rose, the Lord Justice Clerk, Lord G. G. G. Lord Meadowbank, the Lord Advocate, the Lord Provost, Sir Thomas Dick Lauder, Sir George Clerk, Sir George Balmingall, Sir George Warrender, Sir David Dundas, Sir George Sinclair, M. P. Sir Adam Hay, Sir John Dalrymple, Sir A. M. Gibson, Mr. W. Gibson Craig, M. P. Professor Wilson, Professor Moir, Wm. Barr, Callender, Esq., of Westerton, Mr. Gibson Carmichael, Esq., of Skirling &c. The Lord Provost was in the Chair. Resolutions were moved and seconded by the Earl of Dalhousie, Sir George Clerk, the Lord Advocate, Professor Wilson, the Earl of Dalhousie, and others; and it was agreed that an Equus fidei statue of the Duke of Wellington should be erected in a conspicuous situation in the city, "for perpetuating the personal remembrance of his Grace, and recording the gratitude and admiration of the Scotch nation." A Committee was then appointed to raise subscriptions.

POST OFFICE OFFENCE.—On Thursday last James Wilkie, Dundee, was brought up before Mr. Henderson, Sheriff Substitute, charged at the instance of the Procurator fiscal, with having, on or about the 27th September last, sent a letter through the Post Office to a gentleman then in Blackgowrie, concealed in a copy of the Spectator newspaper, thereby defrauding the Post Office and acting in contravention of the Act, 1st Victoria, cap. 36. Wilkie confessed the charge, and the Sheriff imposed upon him a fine of £5 sterling, and failing payment, ordered him to be imprisoned for sixty days. The fine was paid.—Dundee Courier.

CRABBE'S, THE POET'S BROTHER.—The following is from the Belize Advertiser, printed in the chief town of British Honduras, respecting the unfortunate brother of the poet Crabbe:—"We failed to notice, a week or two back, the demise of the last surviving stiff (a coloured man) of Crabbe, the brother of the late Rev. George Crabbe, one of the first poets of his time, and who has left behind him two sons, ornaments of the clerical profession; possessing much of their father's talents and genius: The late deceased's parent was well known to some of our oldest settlers as following the calling of a whitesmith; and frequently journeyed to and fro between this settlement and the Mexican territory, where he had acquired some property. One or two of his sons have left progeny behind them." The poet's brother was originally a sailor, and was taken prisoner by the Spaniards and carried to Mexico: he was at length, however, obliged to quit that place and the business he had formed, of silversmith, on account of religious persecution.

FALSE TEETH V. MATRIMONIAL FLATS.—At a trial which recently took place in K. ndal country, Ohio, a Miss La-har recovered some \$139 from a Mr. Smith, for refusing to marry her according to agreement. The defendant insisted as his excuse that his emendations were false teeth, and false curls to boot of a different colour from her own natural hair; and that with all the due deference to the Court he did not agree to marry any such things as these. But the jury gallantly decided that false teeth and false curls were very good things in their place, and that if even the plaintiff were them, "a gal's a gal for a' that," and so mulcted the defendant in damages. So Johnny Smith had to walk up and pay over his sovereign "cure all" for wounded affections and broken hearts. We advise all ardent bachelors to profit by the example of John Smith, and inspect their future wives as they would the horses they wish to buy, by looking at their teeth. The law settled above renders it incumbent for one to do so at the onset, or suffer the consequences.—Rochester (American) Advertiser.